

HASTINGS PLANNING COMMISSION

A meeting of the Hastings Planning Commission has been scheduled for Tuesday, September 17, 2024 at 4:00 PM at the Hastings Municipal Airport, 3300 W 12th Street, Hastings, NE 68901.

AGENDA:

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Motion to adopt the current agenda for the Planning Commission Meeting
5. Public Notice - Official Notice of the Regular Meeting was published in the Hastings Tribune on Saturday, September 7, 2024. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material which will be discussed at today's meeting is available for public review. Also, a current copy of the Nebraska Open Meetings Act is posted and accessible to members of the public.
6. Approval of Minutes
 - a. Meeting of August 20, 2024
7. Public Hearings.
 - a. **2024-278.**

Public hearing for a change of zoning for vacant property generally located 850 feet south of the intersection of North Elm Avenue and East 26th Street on the west side of North Elm Avenue, City of Hastings, Adams County, Nebraska, from R-1A, Single-Family Residential Large Lot District to R-1, Urban Single-Family Residential District, and to amend the Official Zoning District Map.

Motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone property generally located 850 feet south of the intersection of North Elm Avenue and East 26th Street on the west side of North Elm Avenue, City of Hastings, Adams County, Nebraska, from R-1A, Single-Family Residential Large Lot District to R-1, Urban Single-Family Residential District.
 - b. **2024-300.** Public hearing to consider a request for Plan Modification No. 2024-6 to Redevelopment Area #18 for the Lagunas Home Construction Elm Meadows project. The area of redevelopment is approximately 25.99 acres. The Plan Modification area is generally located 850 feet south of the intersection of North Elm Avenue and East 26th Street on the west side of North Elm Avenue, City of Hastings, Adams County, Nebraska.

Motion to recommend approval of Plan Modification No. 2024-6 to Redevelopment Area #18 for the Lagunas Home Construction Elm Meadows project. The area of redevelopment is approximately 25.99 acres that is generally located 850 feet south of the intersection of North Elm Avenue and East 26th Street on the west side of North Elm Avenue.
- c. **2024-302.** Public hearing to consider the request from Hastings Property Holdings, LLC for a Conditional Use Permit for the Noah's Ark Processors Expansion Project. The plant expansion is commonly addressed as 1009 West M Street, City of Hastings,

Planning Commission Agenda

September 17, 2024

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Adams County, Nebraska.

Motion to recommend approval of the request for a conditional use permit for the expansion of an existing meat packing plant. The property is commonly addressed as 1009 West M Street.

- d. **2024-301.** Public hearing to consider a request for Plan Modification No. 2024-7 to Redevelopment Area #5 for the Noah's Ark Processors, LLC Project. The area of redevelopment is approximately 11.89 acres. The Plan Modification area is commonly addressed as 1009 West M Street, City of Hastings, Adams County, Nebraska.

Motion to recommend approval for Plan Modification No. 2024-7 to Redevelopment Area #5 for the Noah's Ark Processors, LLC Project. The area of redevelopment is approximately 11.89 acres and is commonly addressed as 1009 West M Street.

8. Subdivisions

- a. **2024-279.** Final Plat for Elm Meadows First Subdivision, a part of the Northeast Quarter, North Half of Fractional Section Six, Township Seven North, Range Nine West of the 6th P.M. in the City of Hastings, Adams County, Nebraska.

9. Work Session

- a. Review the Final Draft of the On Horizon Hastings Comprehensive Development Plan

10. Reports

- a. Committee Reports
- b. Chairman Comments
- c. Staff Reports

Adjourn

CITY OF HASTINGS,
NEBRASKA MINUTES OF
PLANNING COMMISSION
TUESDAY, AUGUST 20, 2024

Pursuant to due call and notice thereof, a meeting of the Hastings Planning Commission was conducted in the Hastings Municipal Airport, 3300 W 12th Street, Hastings, Nebraska on August 20, 2024.

The meeting was called to order at 4:00 p.m. in Regular Session by First Chair Ann Hinton with the following members present: Brian Hoffman, Jody Stutzman, Ann Hinton, Greg Sinner, Chuck Rosenberg, Lou Kully, Michelle Lewis, Shawn Rossi, and Rakesh Srivastava.

The following City Officials were present: City Attorney, Jesse Oswald, Director/City Engineer, Lee Vrooman, Director of Development Services, Chad Bunker, City Planner, Ember Batelaan, Community Risk Reduction Officer, Anthony Murphy, Public Information Manager, Tony Herrman, Information Technology Director, Erik Nielsen, and Administrative Assistant, Melissa Woodard.

First Chair Hinton led the Commission in the recital of the Pledge of Allegiance to the United States of America.

First Chair Hinton called for a motion to adopt the current agenda for the August 20, 2024, meeting. Moved by Sinner, seconded by Rosenberg, to adopt the current agenda. Ayes: Hoffman, Stutzman, Hinton, Sinner, Rosenberg, Kully, Lewis, Rossi, and Srivastava. Nays: None. Motion carried: 9-0-0.

PUBLIC NOTICE - Official Notice of the Regular Meeting was published in the Hastings Tribune on Saturday, August 10, 2024. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material, which will be discussed at today's meeting is available for public review. Also, a current copy of the Nebraska Open Meetings Act is posted and accessible to members of the public.

APPROVAL OF MINUTES

Meeting of July 16, 2024

First Chair Hinton called for a motion to approve the July 16, 2024, minutes with one correction from the last meeting. The question was about the car wash on Second Street, it was a question about the car wash on North Burlington. That has been corrected in the official minutes. Moved by Hoffman with an amendment to the changes to approve the July 16, 2024, minutes, seconded by Kully. Roll Call: Ayes: Hoffman, Stutzman, Hinton, Rosenberg, Kully, Lewis, Rossi, and Srivastava. Nays: None. Abstain: Sinner. Motion Carried: 8-0-1.

First Chair Hinton read The Public Notice Rules Statement prior to the Public Hearings.

Public Hearings

First Chair Hinton opened the Public Hearing.

a. 2024-220 Public hearing to consider a request for Plan Modification No. 2024-5 to Redevelop Area # 1 for the Magee Corner, L.L.C. Redevelopment Project. The area of redevelopment is approximately 0.13 acres and is generally located to the northwest of the intersection of W. 2nd Street and N. Hastings Avenue in the City of Hastings, Adams County, Nebraska.

Batelaan gave the Staff Report to consider the request to Redevelop Area # 1 for the Magee Corner, L.L.C. Redevelopment Project. Staff recommends that the Planning Commission recommend approval to the City Council for the request for a Redevelopment Plan Modification for the Magee Corner, L.L.C. Redevelopment Project, based on the findings in the staff report.

Sinner stated he would abstain from the vote since he owns the next two buildings adjacent to this and is directly affected.

Rosenberg reviewed the drawings and thinks this would be a huge improvement to the downtown area.

With no one speaking, First Chair Hinton declared the public hearing closed and called for a motion to consider the request for Plan Modification No. 2024-5 to Redevelop Area # 1 for the Magee Corner, L.L.C. Redevelopment Project and recommend it to the City Council. Rosenberg moved to approve Plan Modification No 2024-5, seconded by Kully. Roll Call: Ayes: Kully, Rosenberg, Rossi, Hoffman, Lewis, Stutzman, Srivastava and Hinton. Nays: None. Abstain: Sinner. Motion carried: 8-0-1.

First Chair Hinton opened the Public Hearing.

b. 2024-221 Public hearing for a change of zoning for Lot 1, Anderson Second Subdivision, generally located approximately 350 feet north of the intersection of Cardinal Lane and South Shore Drive, from R-1, Urban Single-Family Residential District to C-1, Local Business District, and to amend the Official Zoning District Map. Bunger provided the Staff Report for a change of zoning for Lot 1, Anderson Second Subdivision. The Staff is recommending approval for a change of zoning for Lot 1, Anderson Second Subdivision from R-1, Urban Single-Family Residential District to C-1, Local Business District, and to amend the Official Zoning District Map, and recommend approval to the City Council, based on the findings in the staff report.

David Stuehrenberg at 2505 Osborne Drive West, owns the Commercial Building South of this property. He attended mainly for information, and his main concern was Cardinal Lane behind their office building. If that needed to be changed, it could be an expense on their part. David just wanted to express his concern, he is not against the project, more interested in information.

Rosenberg asked if that area was built up to the North, would it still be in the flood plain?

Bunger said they would technically be able to fill in that area, however, he would advise against it, due to the significance of that area.

Sinner discussed Cardinal Lane access and Vrooman verified the State already approved access onto Osborne Drive West which is the preferred access

Hoffman asked what intention Cardinal Lane had for the future of this property. Is this something the property owner should maintain, as it is a dead-end use for the city?

Vrooman stated that it depends on the property being developed, possibly becoming the property issue.

Hoffman asked about the ownership of Lot 2 to the north of the subject site.

Vrooman stated the Lot 2 property is owned by the City.

Hoffman was wondering about parking, and under the application it does show a possible name for a business, is that just an idea for that project? Hoffman said it is called Lakeside Wine, Spirits, and more.

Bunger agreed that would lean towards the project being a retail liquor store.

Hoffman asked about parking and Bunger said that would be a part of the Building Permit when they bring that to Development Services.

Hoffman asked if Jeff Schultz was asking for an extension of Cardinal Lane.

Discussion continued about Cardinal Lane, Osborne Drive West, and the building permit process.

Hinton brought up that at this point they are only changing the zoning. Is there a way to place a requirement for the entrance to be on Osborne Drive versus Cardinal Lane, or will that be with the building permit?

Bunger said they could not condition the re-zoning.

Sinner asked Mr. Murphy if he had visited with the owner.

Anthony Murphy stated yes, Bunger, Kubo, Vrooman, Oswald, and himself spoke with the owner. He understands the challenges. They explained the need for

emergency response, which also helps with the garbage trucks and those services. He has a firm and accurate understanding of the requirements.

Rosenberg stated we are only voting on the zoning and the property to the South is already commercial, so he doesn't see a residential wanting to overcome all those obstacles. We will be helping this property get developed in the future.

First Chair Hinton closed the Public Hearing and asked for a motion to recommend approval for the Change of Zoning for Lot 1, Anderson Second Subdivision. Lewis moved to approve #2024-221 for a Change of Zoning for Lot 1, Anderson Second Subdivision, seconded by Sinner. Roll Call: Ayes: Kully, Rosenberg, Rossi, Hoffman, Stutzman, Lewis, Sinner, Srivastava and Hinton. Nays: None. Motion carried: 9-0-0.

Subdivisions

a. 2024-251 Final Plat of Skye Loch 18th Subdivision, located in the northwest quarter of Section 25, Township 8 North, Range 10 West of the 6th P.M. in the City of Hastings, Adams County, Nebraska. Bunger gave the Staff Report for the Final Plat of Skye Loch 18th Subdivision. Staff recommends that the Planning Commission recommend approval to the City Council for the Final Plat of Skye Loch 18th Subdivision, based on the findings in the staff report.

Bunger had one condition of approval, the ordinance to vacate Charlotte Drive be approved by the City Council.

First Chair Hinton asked for a motion to recommend approval for the Final Plat of Skye Loch 18th Subdivision and to recommend approval to the City Council with the one condition to vacate Charlotte Drive being approved by the City Council. Sinner moved to approve the Final Plat of Skye Loch 18th Subdivision, with the one condition mentioned, seconded by Kully. Roll Call: Ayes: Kully, Rosenberg, Rossi, Hoffman, Stutzman, Lewis, Sinner, Srivastava and Hinton. Nays: None. Motion carried: 9-0-0.

Reports

a. Committee Reports: Hoffman said he has had conversations with the Comprehensive Plan Committee regarding Chapters 6 and 9 in the draft. He would like to see more data to support the need for increases in public facilities and emergency services.

b. Chairman Comments: None

c. Staff Reports: Bunger said that Batelaan, the staff, and he have been busy with projects. They have been working on the Comprehensive Plan and hope to have it adopted by the end of the year. The Plan has been drafted and sent to the Ad Hoc Committee and appreciates their time and energy towards this. They

are meeting this week with the Consultant Team to finalize it. Bunger spoke about a possible work session for the Planning Commission this September, community open houses in September and October, a City Council work session in October, the ultimate goal to adopt the plan by the end of the year., Staff will use the Engage Hastings site to provide information about the Plan to support the community meetings and work sessions.

Bunger also let the Commission know that they have been working on updating the Zoning Regulations and have recently held an ad hoc meeting to discuss drafts of the Sign Regulations and Nonconformity Section.

On the housing front, Bunger mentioned Batelaan, and he attended a training workshop in Lincoln by the Nebraska Investment Finance Authority (NIFA) for supportive housing.

Hoffman asked if the Community Redevelopment Authority is still working together to look at Micro-TIF. Bunger replied that they are exploring Micro-TIF and had a couple of internal meetings with the CRA and the county. Bunger explained Micro-TIF processing and how that works for houses or rental properties, and the criteria involved.

Anthony Murphy said they have been doing inspections and have had a couple of bigger structure fires.

Adjourn

First Vice Chair Hinton called for a motion to adjourn at 4:55 p.m. Moved by Rosenberg to adjourn, seconded by Kully. Roll Call: Ayes: Kully, Rosenberg, Rossi, Hoffman, Hinton, Srivastava, Lewis, Sinner and Stutzman. Nays: None. Motion carried: 9-0-0.

Chair

Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 9/17/2024
File No: 2024-278
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

The applicant, Lagunas Home Construction, LLC has applied to rezone a 25.99 acre tract of land within the Elm 26 development from R-1A, Single-Family Large Lot Residential District, to R-1, Urban Single-Family Residential District.

Names of People/Business affected by this action:

The applicant, surrounding neighborhood, people of Hastings, and the City.

Why Planning Commission action is required:

Neb. Rev. Stat. 19-902 provides the city council shall receive the advice of the planning commission before taking definite action on any contemplated amendment, supplement, change, modification, or repeal, and no such regulation, restriction, or boundary shall become effective until after separate public hearings are held by both the planning commission and the city council in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be given by publication thereof in a legal newspaper in or of general circulation in such municipality at least one time ten days prior to such hearing.

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

The request to rezone is scheduled to be heard at the City Council Regular meeting on October 14, 2024.

Department head comments:

Development Services staff has reviewed the application to rezone the property to R-1, Urban Single-Family Residential District. The complete details of the staff review and recommendation are in the attached staff report.

Recommendation:

Staff recommends the Planning Commission recommends **APPROVAL** to the City Council for the Request to Rezone the single-family portion of Elm 26, to be known as Elm Meadows, generally

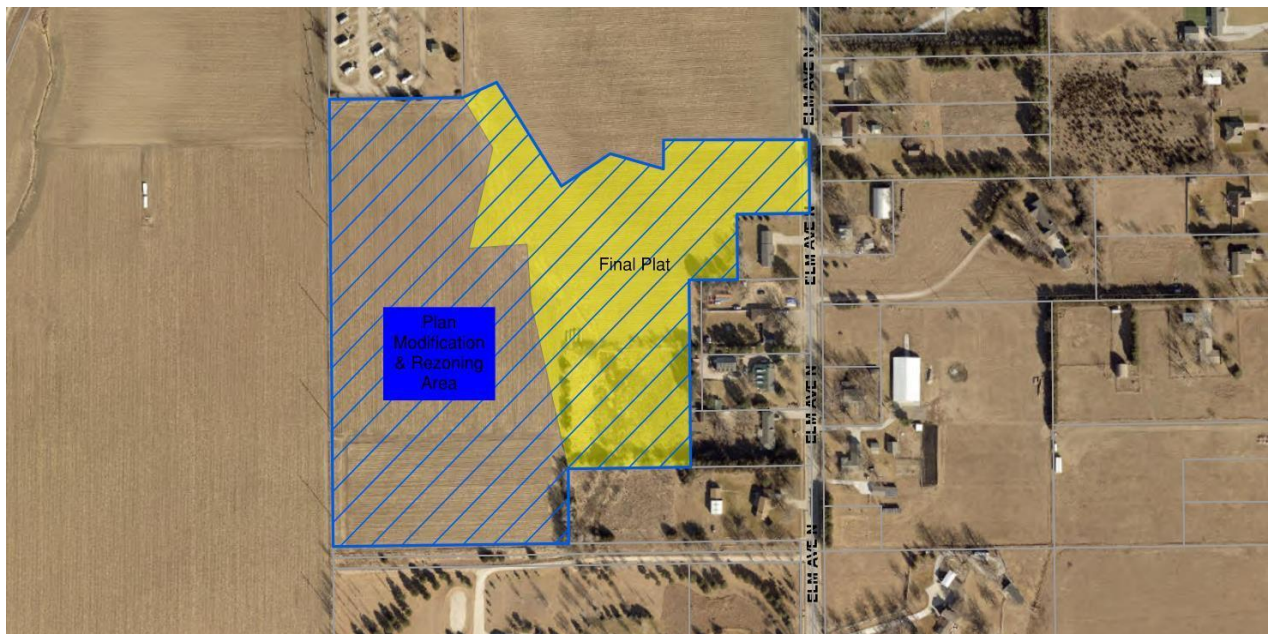
located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue, from R-1A, Single-Family Large Lot Residential District to R-1, Urban Single-Family Residential District.



City of Hastings Planning Commission

STAFF REPORT

Request to Rezone:	Rezone to R-1, Urban Single-Family Residential District
Case No.	2024-278
Applicant	Lagunas Home Construction, LLC, Maria De Los Angel Montanez Aldaba
Property Location:	Generally located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue.
Lot Size:	25.99
Date of Public Hearing:	September 17, 2024
Current Zoning	R-1A, Single-Family Large Lot Residential District
Adjacent Zoning:	North: R-3, Multiple-Family Residential District, A, Agricultural District, C-3, Commercial Business District East: R-1A District and R-1, Urban Single-Family Residential District South: R-1A District and R-1 District West: R-1A District and C-3 District



DESCRIPTION OF REZONING REQUESTS:

The developer, Lagunas Home Construction, LLC, has proposed to purchase the 25.99-acre tract intended for single-family homes in the Elm 26 development. This area is approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue.

This area was shown as single-family residential lots on the approved Preliminary Plat.

The developer is requesting to rezone the entire 25.99-acre area to R-1, Urban Single-Family Residential District to reduce the minimum lot area and lot width requirements. The R-1A Single-Family Large Lot Residential District, which the property is currently zoned, requires a minimum lot area of 20,000 square feet and a lot width of 100 feet. The R-1 District requires a minimum lot area of 7,000 square feet and a 70-foot lot width.

The proposal will allow for a more affordable development with a more efficient layout of lots.

The Preliminary Plat proposed for this area generally envisioned this size of the lot. The proposed Final Plat of Elm Meadows First Subdivision has lots ranging from 10,791 square feet to 48,011 square feet in area.

The applicant is participating in an application for a Redevelopment Plan Modification with the Hastings Community Redevelopment Authority to utilize tax increment financing (TIF) Financing.

Property Description:

The property fronts onto North Elm Avenue and is part of the Elm 26 development, approved in June 2024. The land has historically been used for row-crop agriculture. The land gently slopes to the west towards a natural drainage way. This drainage way flows from south to north, towards the West Branch of the Little Blue River. This area is not in a mapped floodplain. The land to the north of East 26th is in a mapped, 100-year floodplain.

STANDARDS TO REZONE PROPERTY:

The provisions of [Article VIII](#) regulate the process to rezone property within the City and its extraterritorial jurisdiction.

The City Council, by recommendation from the City Planning Commission, will base its decision on the following:

a) The existing use of the property, its physical and environmental characteristics, its zoning history, and its suitability for the zoning district it currently is within.

The property is currently and was historically used for row crop agriculture.

The land slopes towards a natural drainage way on the western edge of the property. Stormwater runoff from the residential and the ag land, to the south and west, drains to this drainage way as it flows north to the Western Fork of the Little Blue River, which is to the north of East 26th Street.

The property is currently zoned R-1A, Single-Family Large Lot Residential District. The property was rezoned from R-1, Urban Single-Family Residential District, to R-1A District in 2013 (Ord. No. 4343).

The rezoning site is part of the Elm 26 development. The area to the immediate north was rezoned to R-3, Multiple-Family Residential District in June 2024 for the development of duplexes and apartment buildings. The rezoning site was a part of the Elm 26 Preliminary Plat. The preliminary plat for this area showed single-family residential lots in the general configuration that the proposed Elm Meadows First Subdivision Final Plat creates.

Agriculture is not a permitted, restricted, or conditional use in the R-1 District. As intended, this area will be developed for single-family homes in the near future.

b) Conformity of the proposed change with the Comprehensive Plan.

The City of Hastings “Imagine Hastings” Comprehensive Plan, adopted in 2009, shows the site in the Suburban Residential land use category. The policy statement for this use designation is:

This residential category represents the most common development standards in housing and neighborhood design in Hastings. Development in this category is typically in the 2 to 5 units per acre range with lots ranging in size from 8,750 to 20,000 square feet. Suburban residential development is primarily reserved for single-family uses but may include a mixture of housing types subject to the residential location guidelines listed below. In areas of suburban residential development where sensitive land-forms or environmental constraints exist, cluster developments are encouraged. (Clustering is defined in the Development Section of this Chapter.) Like urban neighborhoods, suburban neighborhoods are strengthened by the presence of community services (churches, schools and parks) that are permitted in this category.

The proposed rezoning of the site to R-1, Urban Single-Family District, permits single-family detached residential uses, and other civic uses commonly found in residential neighborhoods, such as parks, schools, and churches. The minimum lot size of the zoning district is 7,000 square feet.

The area was a part of the Elm 26 Preliminary Plat. The section of the development was intended for single-family detached homes. Based on the Preliminary Plat, the single-family detached section would have a density of 2.3 dwellings per acre.

The first phase of the single-family development, Elm Meadows First Subdivision Final Plat shows 18 lots on the 11.36-acre site. The proposed density for the first phase is 1.58 dwellings per acre.

The proposed rezoning generally conforms with the 2009 Imagine Hastings Comprehensive Plan. The 2009 Plan notes a range of lot sizes from 8,750 to 20,000 square feet. The City's zoning code does not have a single-family residential district that meets the lot size range. The R-1A, Single-Family Large Lot Residential District has a minimum lot size of 20,000 square feet. Alternatively, the R-5, Urban Single-Family Undersized Lot Residential District has a minimum lot area of 4,500 square feet. The R-1 District is the only single-family zoning district that generally complies with this range. This inconsistency appears to be a by-product of a zoning code update in 2013 not fully aligning with the 2009 plan.

The land use category also notes a density range from 2 – 5 dwellings per acre. The first phase of the single-family density has a slightly smaller density than intended. This is largely due to the creation of outlots intended to manage the stormwater runoff from the development within the natural drainage channel.

c) Adequacy of sewer, water, streets, and other needed facilities and services for permitted uses in the proposed zoning district.

The sanitary sewer, water, streets, and other infrastructure are present within or adjacent to the site to serve the uses throughout the proposed development, including the rezoning site.

The Elm 26 Preliminary Plat for the development was reviewed and approved in June 2024. The approved Preliminary Plat provided for the layout of utility services and streets, including reviewing any potential impacts on the adjacent road network. The calculated trips generated by the entire development, including apartment buildings, did not warrant improvements to the surrounding roadways at this time.

d) The character of the neighborhood, including the zoning and uses of nearby property.

The surrounding neighborhood is a transitional area with a mix of agricultural land, large lot single-family residential, suburban residential, and commercial uses.

To the west of the site is agricultural land, like the existing use on the subject property. Further to the west (approximately one mile) are highway commercial uses, such as a motel, drive-thru restaurants, car dealerships, and big box retail stores.

To the north is the multiple-family portion of the Elm 26 development, which includes apartment buildings and duplexes. Further to the north are semi-attached (duplex) homes within the Osborne View Estates subdivision, which was approved in 2018 and occupied, beginning in 2019. Also to the north are large lot, single-family homes, and agricultural land. Some of these large lot homes are associated with the agricultural land.

To the east and south are large lot, single-family homes. A neighborhood assembly/event space is located to the east of the subject site. Also to the east of the site is an in-home scale retail store.

e) Compatibility of the proposed zoning district with nearby property.

The proposed rezoning will be compatible with nearby properties. The rezoning site is surrounded by single-family detached and semi-attached (duplex) homes. The new homes are anticipated to be of similar size to the surrounding properties.

The recreational vehicle (RV) park to the northwest of the rezoning site is established and generally separated by distance or outlots intended for drainage. For the homes that would abut the RV park, appropriate screening can be constructed by the new owner to mitigate adverse impacts from the existing use.

f) Additional matters as might apply in individual cases.

As previously stated, the developer has proposed a Redevelopment Plan Modification for the new Redevelopment Area #18 and a Preliminary Plat for the residential subdivision. These items are being considered concurrently.

STAFF COMMENTS: Staff recommends the Planning Commission recommends **APPROVAL** to the City Council for the Request to Rezone the single-family portion of Elm 26, to be known as Elm Meadows, generally located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue, from R-1A, Single-Family Large Lot Residential District to R-1, Urban Single-Family Residential District.

PREPARED BY: Chad Bunker, AICP, CFM, Director of Development Services

DATE: September 4, 2024

ATTACHMENTS:

1. Application Materials
2. Elm Meadows First Subdivision Final Plat
3. Approved Elm 26 Preliminary Plat
4. 2009 Comprehensive Plan Future Land Use Map
5. R-1 District Regulations
6. Staff summary presentation



Permit #: 23095

Permit Date: 08/16/24

Permit Type:

GROUP: Planning

Permit Type: Zoning Change (Rezone)

Title: Elm Meadows ReZone

Site Address: 2205 N Elm Avenue

Parcel Number: 010013900

Owner Name: Rief Development LLC

Owner Address: 705 N Webb Rd

City State Zip: Grand Island, NE 68803

Owner Phone:

Owner Email:

Applicant Name: Maria De Los Angel Montanez Aldaba

Applicant Address: 926 S Colorado Ave

City, State, Zip: Hastings, NE 68901

Phone Number: 402-902-9115

Applicant Email: MONTANEZ.MM4@GMAIL.COM

Proposed Use: Residential Development

Description: Proposed lots less than 100' wide

Number of Cases: 0

Project Cost: 0

Square Feet: 26

Within City Limits: Yes

Current Zoning: R-1A, Single Family Large Lot Residential

Current Zoning Explained:

Proposed Zoning: R-1, Urban Single Family Residential

Conditions:

Conditions Defined:

1st PN & Agenda Send By (11:30): 09/11/2024

1st PN & Agenda Due Date: 09/10/2024

1st PN & Agenda Sent:

2nd PN & Agenda Send By (11:30):

2nd PN & Agenda Due Date:

2nd PN & Agenda Sent:

Sign / Website Posting - Post By: 09/06/2024

Sign / Website Posting - Posted:

APO Letter - Send By: 09/06/2024

APO Letter - Sent:

PC Approval - Date Approved: 09/17/2024

PC Outcome Letter - Due: 09/18/2024

PC Outcome - Completed:

CRA Approval - Meeting Date:

CRA Approval - Approved:

CC Packet - Goal Load Date:

CC Packet - Due Date: 10/02/2024

CC Out/Admin Due Date: 10/04/2024

CC Packet - Completed: 10/04/2024

Stage: Awaits Fees

CC Out/Admin - Completed: 10/15/2024

ENG Meeting:

ENG Email:

Plat Track Review Email:

Communication Preferences: Call, Email

Status: Open

Assigned To:

Property

Parcel #	Address	Legal Description	Owner Name	Owner Phone	Zoning
010013900	2205 N ELM AVE		RIEF DEVELOPMENT LLC		

Contractors

Contractor	Primary Contact	Phone	Address	Contractor Type	License	License #
Olssons-GI	Jai Jason Andrist		201 E 2nd Street	Surveyor		

Fees

Fee	Description	Notes	Amount
Zoning Ordinance (text amendment)			\$400.00

Total

\$400.00

Attached Letters

Date	Letter	Description
08/16/2024	Web Form - Zoning Application	

Uploaded Files

Date	File Name
08/16/2024	2006dbd0ae583ce99e041d0282a7a3f9_8172441-owner_form.pdf
08/16/2024	4179c38c166c3685ca7398ebf179e33e_elm_meadows_rezoning.pdf

ELM 26 APARTMENTS PRELIMINARY PLAT

DWELLING UNITS R-3 ZONE: 258
DWELLING UNITS PER ACRE: 14.4

DWELLING UNITS R1-A: 55
DWELLING UNITS PER ACRE: 2.1

ENTIRE DEVELOPMENT DWELLING UNITS: 313
ENTIRE DEVELOPMENT DWELLING UNITS PER ACRE: 7.2

OWNER
INNATE H1, LLC
PO BOX 2006
GRAND ISLAND, NE 68802

ENGINEER/LAND SURVEYOR
OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

SUBDIVISION AREA
44.309± ACRES

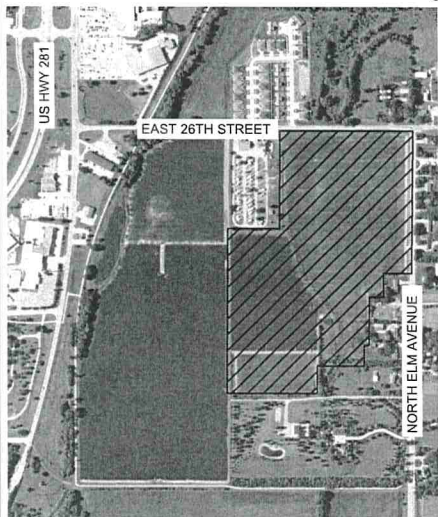
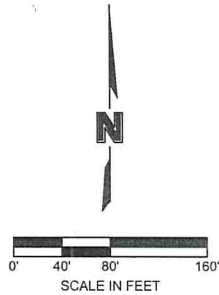
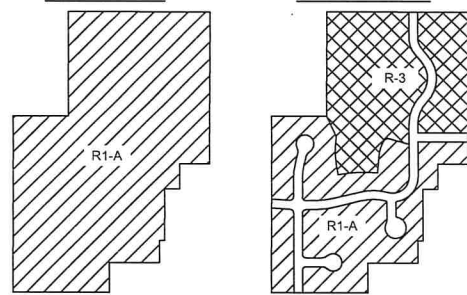
LOT USAGE
55 - RESIDENTIAL
19 - MULTI-FAMILY RESIDENTIAL
5 - OUTLOT

OWNER

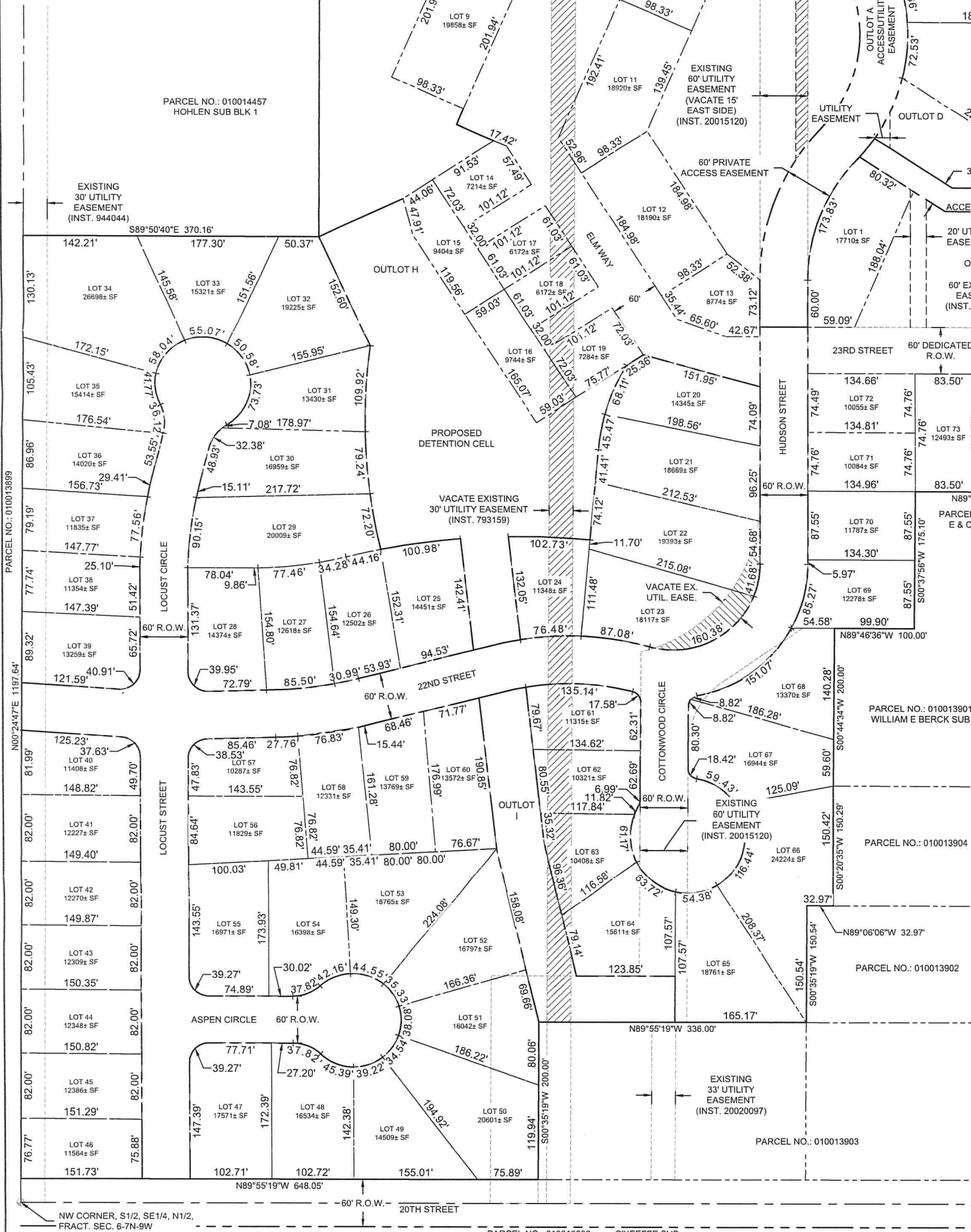
DATE

EXISTING ZONING

PROPOSED ZONING



VICINITY MAP
NOT TO SCALE



A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF S00°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 41.25 FEET TO THE POINT OF BEGINNING; THENCE S00°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 1031.00 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE S00°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE N89°46'36"W, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 100.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE S00°44'43"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 200.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S00°20'35"W A DISTANCE OF 150.29 FEET; THENCE N89°06'06"W A DISTANCE OF 32.97 FEET; THENCE S00°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE S00°35'19"W A DISTANCE OF 200.00 FEET; THENCE N89°55'19"W A DISTANCE OF 648.05 FEET TO A POINT ON THE WEST LINE OF SAID NE1/4; THENCE N00°24'47"E, ALONG THE WEST LINE, A DISTANCE OF 1197.64 FEET TO THE SOUTHWEST CORNER OF BLOCK 1 HOHLEN SUBDIVISION; THENCE S89°50'40"E, ALONG THE SOUTH LINE OF SAID BLOCK 1, A DISTANCE OF 370.16 FEET TO THE SOUTHEAST CORNER OF SAID BLOCK 1; THENCE N00°24'02"E, ALONG THE EAST LINE OF SAID BLOCK 1, A DISTANCE OF 710.09 FEET TO THE NORTHEAST CORNER OF SAID BLOCK 1 AND ALSO BEING ON THE SOUTH RIGHT OF WAY LINE OF 26TH STREET; THENCE S89°49'38"E, ALONG SAID SOUTH RIGHT OF WAY LINE OF 26TH STREET, A DISTANCE OF 952.89 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 1930112 SQUARE FEET OR 44.309 ACRES MORE OR LESS OF WHICH 0.781 ACRES ARE COUNTY ROAD RIGHT OF WAY.

HASTINGS PLANNING COMMISSION RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, HAS BEEN SUBMITTED TO AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL, AND IS HEREBY TRANSMITTED TO THE GOVERNING BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA WITH THE RECOMMENDATION THAT SAID PRELIMINARY PLAT BE APPROVED THIS 18th DAY OF May, 2024.

CHAIRMAN
Chad Burger
DIRECTOR

MAYOR AND CITY COUNCIL RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA IS HEREBY APPROVED THIS 18th DAY OF June, 2024.

MAYOR
Kathy Spafford
CLERK

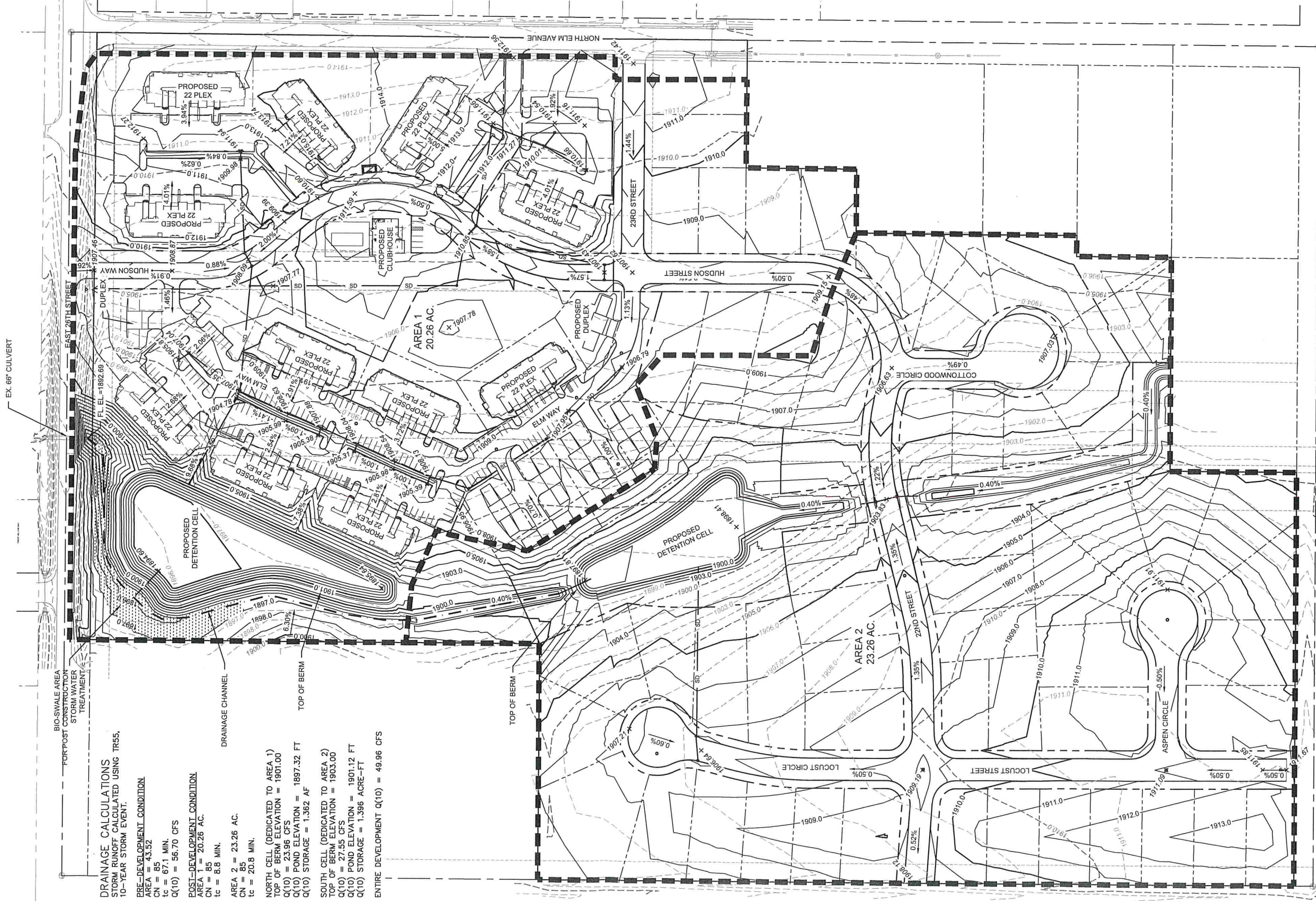


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SHEET 1 of 4	drawn by: KGS checked by: MMR designed by: ASL DWG by: MMR Project No.: 024-0033 date: 05/22/2024	LOT LAYOUT		REV. NO.	DATE	REVISIONS DESCRIPTION
		ELM 26 PRELIMINARY PLAT				
HASTINGS, NEBRASKA		2024	REVISIONS			

ELM 26 APARTMENTS PRELIMINARY PLAT

LEGEND:
--- 1860.00 --- EXISTING MAJOR CONTOUR
--- 1860.50 --- EXISTING MINOR CONTOUR
--- 1860.00 --- PROPOSED MAJOR CONTOUR
--- 1860.50 --- PROPOSED MINOR CONTOUR
--- 1.0% --- SURFACE SLOPE



DRAINAGE CALCULATIONS
STORM RUNOFF CALCULATED USING TR55,
10-YEAR STORM EVENT.

PRE-DEVELOPMENT CONDITION
AREA = 43.52
CN = 85
tc = 67.1 MIN.
Q(10) = 56.70 CFS

POST-DEVELOPMENT CONDITION
AREA = 20.26 AC.
CN = 85
tc = 8.8 MIN.

AREA 2 = 23.26 AC.
CN = 85
tc = 20.8 MIN.

NORTH CELL (DEDICATED TO AREA 1)
TOP OF BERM ELEVATION = 1901.00
Q(10) = 23.96 CFS
Q(10) POND ELEVATION = 1897.32 FT
Q(10) STORAGE = 1,362 AF

SOUTH CELL (DEDICATED TO AREA 2)
TOP OF BERM ELEVATION = 1903.00
Q(10) = 27.55 CFS
Q(10) POND ELEVATION = 1901.12 FT
Q(10) STORAGE = 1,396 ACRE-FT

ENTIRE DEVELOPMENT Q(10) = 49.96 CFS

GRADING & DRAINAGE PLAN

ELM 26
PRELIMINARY PLAT

HASTINGS, NEBRASKA

REVISIONS

REVISIONS DESCRIPTION

REV. NO.

DATE

2024

drawn by: KDG
checked by: MMR
designed by: AST
QA/QC by: MMR
project no.: 024-00835
date: 04.28.2024

SHEET
4 of 4

201 East 2nd Street
Grand Island, NE 68801

olsson.com
TEL 308.384.8750
FAX 308.384.8752
Olsson - Engineering
Nebraska COA #CA-0638

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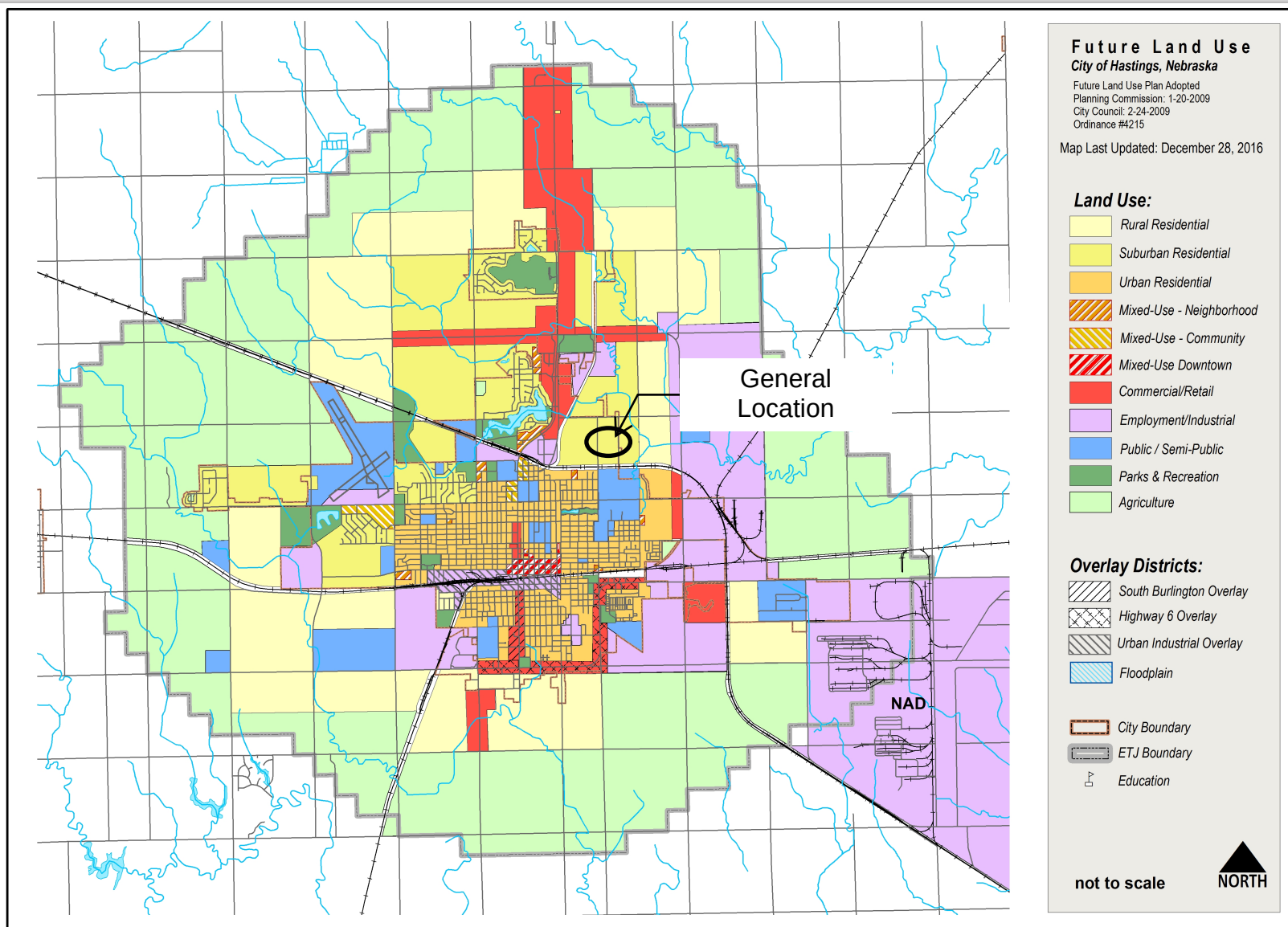


Figure 2.2: Future Land Use Plan

Sec. 34-200. Uses and districts table.

TABLE 200-1: USES AND DISTRICTS														
	A	R-1	R-1A	R-1S	R-2	R-3	R-4	C-O	C-1	C-2	C-3	CMP	I-1	I-2
Residential Uses														
Detached dwelling	P	P	P	P	P	P	P	P	P		P			
Semi-attached dwelling					P	P	P	P	P		P			
Attached dwelling						P	P	P	P		P			
Multi-dwelling building						P	P	P	P		P			
Live/Work units							P	P	P	P				
Mixed-use dwelling							C			P		P		
Group housing		C	C	C	C	C	C				C			
Type A & B manufactured housing	P	P	P	P	P	P	P	P	P		P			
Mobile home court	C												C	C
Mobile home, accessory	C													
Detached dwelling, accessory	C													
Civic Uses														
Assembly, neighborhood	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Assembly, community								C	C	C	C	C	C	C
Eleemosynary or philanthropic institution.						C		C	C	P	P	P		
Golf course/Clubhouse (non-business)	P	P	P	P		C						P		
Public park/Playground	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Public museum or library	P	P	P	P	P	P	P	P	P	P	P	P	P	P
School, elementary	P	P	P	P	P	P	P	P	P			P		
School, secondary	R	R	R	R	R	R	R	R	R			P		
School, college or university	P					P						P		
Recreational vehicle park	C										C		C	C
Recreational vehicle, temporary use	R										R		R	R
Temporary structure, temporary use	P	R	R	R	R	R	R			P	P	P	P	P
Service Uses														
Adult care, home	C	C	C	C	C	C	C	C	C	C	C	P		
Adult care facility								P	P	P	P	P		
Automobile service station, limited								C	P	P	P	P	P	P
Automobile service station, general											P	P	P	P

Automobile service station, large-scale											P	P	P	P
Automobile repair, limited								C	C	C	P	P	P	P
Automobile repair, general										C	P		P	P
Bank								P	P	P	P	P	P	P
Child care, home	R	R	R	R	R	R	R	R	R	R	R	P		
Child care facility					R	R		P	P	P	P	P	P	P
Halfway house, quasi-institutional use													C	C
Kennel, commercial	C										C		C	C
Lodging, bed and breakfast	C	C	C	C	C	C	C	C	C	C				
Lodging, rooming house						C				P	P	P	P	
Lodging, hotel										P	P	P	P	P
Lodging, motel											P	P	P	P
Medical office	C							P	P	P	P	P		
Medical clinic	C							P	P		P	P	C	C
Medical hospital	C							P	P			P	C	C
Nursing home/Assisted living	C	C	C	C	C	C	C	P	P	C	P	P		
Professional services office								P	P	P	P	P	P	P
Self storage, storage areas								C		R	C		C	C
Veterinary office	P							P	P	P	P		P	P
Veterinary hospital	P										C		C	C
Employment Uses														
Home occupation	R	R	R	R	R	R	R	R	R	R	R			
Office, limited						C	C	P	P	P	P	P	P	P
Office, small							C	P	P	P	P	P	P	P
Office, general									C	P	P	P	P	P
Office complex/campus										C	P	P	P	P
Commercial and Retail Uses														
Convenience retail, automobile (< 5K s.f.)								C			P	P	P	P
Convenience retail, corner store (< 2K s.f.)							C	P	P	P	P	P	P	P
Neighborhood retail (< 5K s.f.)									P	P	P	P	P	P
General retail (5Ks.f.—20Ks.f.)										P	P	C	P	P
Large-scale retail (20K s.f.—100K s.f.)										C	P	C	P	P
Warehouse retail (> 100K s.f.)											P		P	P
Neighborhood grocery (< 45K s.f.)									P	P		P		
Supermarket (> 45K s.f.)											P	C	P	P
Indoor entertainment & Rec. business										P	P	C	P	P

Outdoor entertainment & Rec. business	C									C	C	C	C	C
Entertainment venue	C									C	C	C	C	C
Outdoor sales, limited									C	P	P	P	P	P
Outdoor sales, seasonal									C	C	C	C	C	C
Outdoor sales, yard											P		P	P
Mobile vendor, temporary use										R	R	R	R	R
Outdoor market (Farmers market)										P				
Restaurant									P	P	P	P	P	P
Industrial Uses														
Grain storage elevator	P												P	P
Manufacturing, limited								C	C	C	P	P	P	P
Manufacturing, light										C	C	C	P	P
Manufacturing, general													P	P
Manufacturing, heavy														P
Impound yard													C	C
Motorized Vehicle Racetracks														P
Recycling collection and processing													C	P
Salvage yard/Junkyard													C	C
Slaughterhouse/Meat packing	C													C
Storage or sale of liquid petroleum	C													P
Warehouse storage/Bulk storage	C												P	P
Wholesale													P	P
Agriculture and Natural Resource Uses														
Agriculture, limited	R		R											
Agriculture, general	P													
Aquaculture	C													
Feed lot	C													
Natural resource extraction	C													
Nursery	P	C	C								P		P	
Stable, public	P										P		P	
Public Service Users														
Airfield	C	C	C	C										C
Heli-stop	C	C	C	C				C	C				C	C
Public parking lot						C	C	C	C	C	C	C	C	C
Public recreation grounds	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Public utility plant	C												C	C
Public utility sub-station	C	C	C	C	C	C	C	C	C	C	C		C	C
Cemetery	C									C	C		C	

Small wind energy systems	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Large scale wind generator (Wind farms)	C												C	C
Telecommunication facilities and support structures	C							C	C	C	C	C	R	R

Key:

P = Permitted, allowed subject to general district standards

R = Restricted, allowed subject to specific use standards

C = Conditional, allowed subject to discretionary review

* Permitted use within the A District outside the City Limits, conditional use within A District within the City Limits.

(Ord. No. 4342-3/2013; Ord. No. 4674, § 2, 11-8-2021; Ord. No. 4735, § 2, 5-8-2023)

Sec. 34-202. R-1 Urban Single Family Residential Districts.

- (1) *Intent.* This district is intended for urban single-family residential areas with low to medium population densities where public sewer and water service is available. Structures and uses required to serve governmental, education, religious, non-commercial recreational, and other needs of such areas are permitted within such districts or are permissible as conditional uses subject to restrictions intended to preserve and protect their single-family residential character.
- (2) *Allowed uses.* See Table 200-1 in Section 34-200.
- (3) *Minimum lot requirements.*
 - (a) *Lot area*—7,000 sq. ft.
 - (b) *Lot width*—70 ft.
- (4) *Minimum yard requirements.*
 - (a) *Front yard*—25 ft.
 - (b) *Side yard*—There shall be a side yard on each side of a building not less than ten percent of the width of the lot; except that such side yard shall not be less than seven feet, and need not be more than 25 feet.

Buildings on corner lots shall provide a side yard on the street side of not less than 15 feet; provided, that this regulation shall not be so interpreted as to reduce the buildable width of a corner lot in separate ownership on August 26, 1968 to less than 35 feet.
 - (c) *Rear yard*—The depth of the rear yard shall be at least 20 percent of the depth of the lot, but such depth need not be more than 30 feet, except that for a corner lot, the rear yard setback shall be the same as for the interior side yard, as described in the preceding subsection (b). See Exhibit No. 2, Appendix A.
- (5) *Minimum dwelling size.*
 - (a) 650 square feet of living floor area.
- (6) *Maximum lot coverage by all buildings.*
 - (a) The maximum lot coverage by all buildings shall not exceed forty (40%) percent.

(7) *Maximum height of structures.*

- (a) Except as otherwise provided in this chapter, the maximum height of a principal structure shall be 35 feet above grade.
- (b) The maximum height of an accessory structure shall not exceed the height of the principal structure by more than 25 percent.

(Code No. 3139-8/89, 3215-6/91, 3269-7/92, 3276-9/92, 3428-10/94, 3861-6/2002 and 4233-11/2009)



HASTINGS

Nebraska



File Nos.

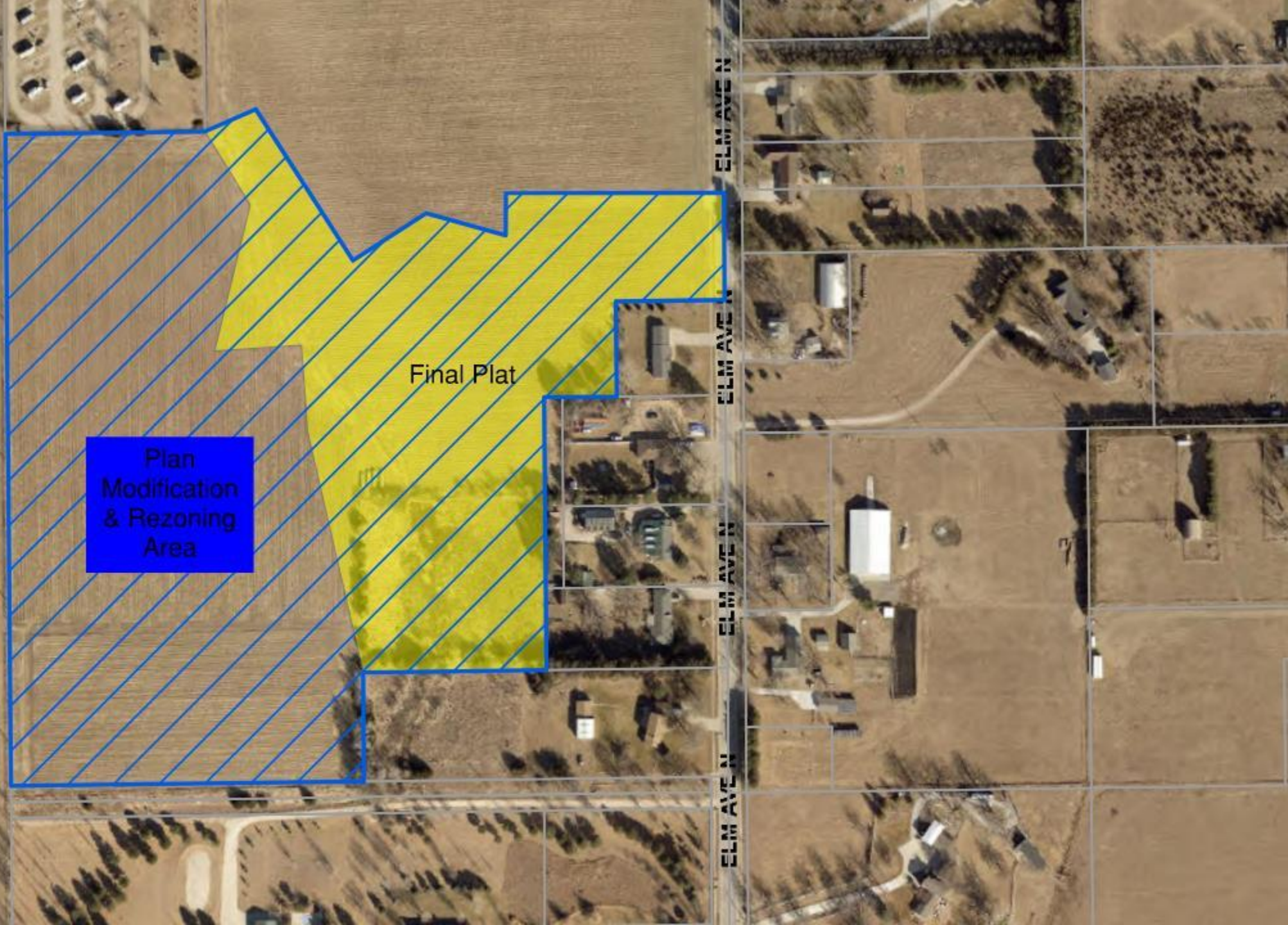
2024-278

Projects

A public hearing to consider a request to rezone Elm Meadows from R-1A, Single-Family Large Lot Residential District to R-1, Urban Single-Family Residential District.

Applicant

CRA on behalf of Lagunas Home Construction, LLC



Plan
Modification
& Rezoning
Area

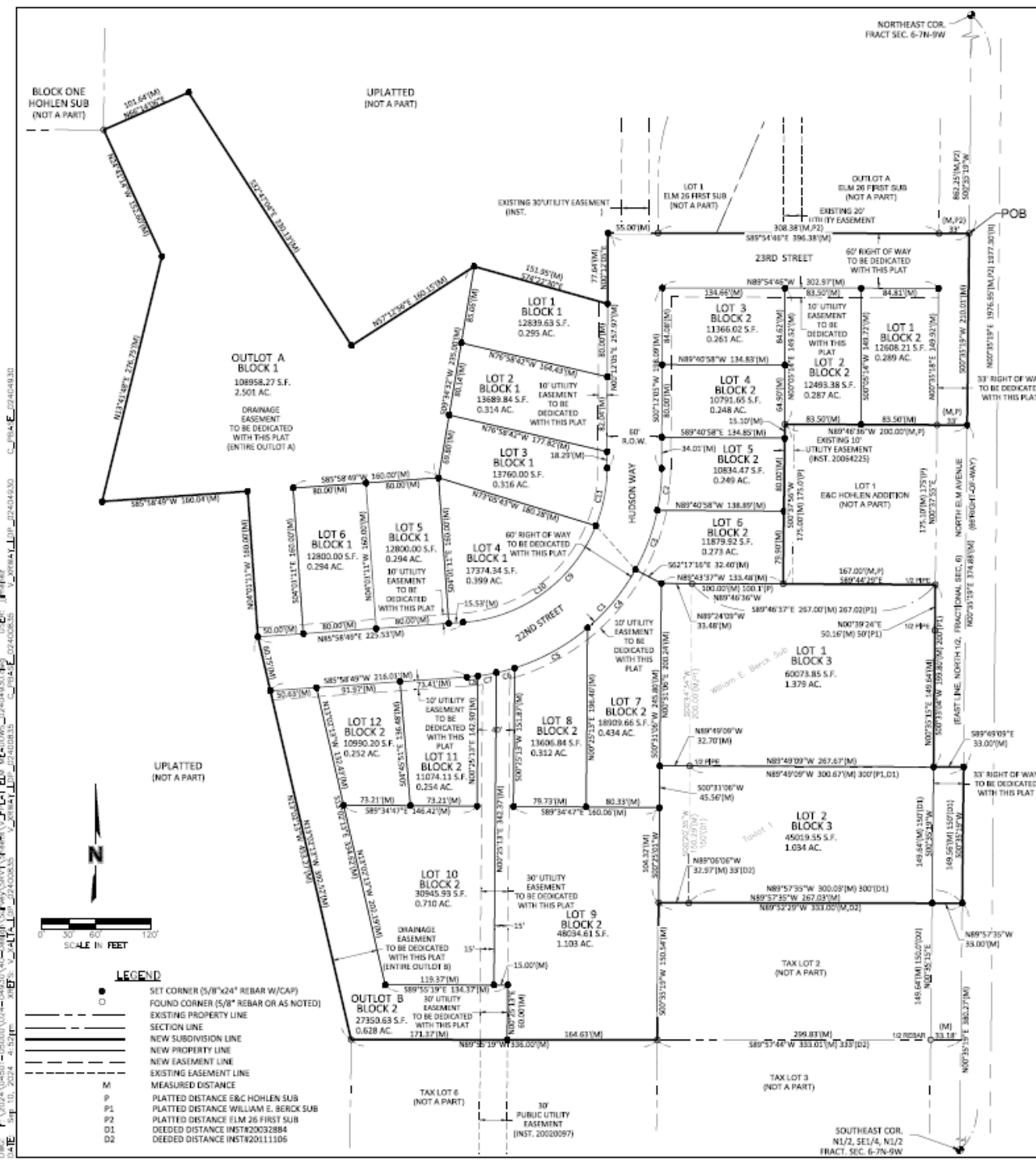
Final Plat

ELM AVE N

ELM AVE N

ELM AVE N

ELM AVE N



FINAL PLAT

ELM MEADOWS FIRST SUBDIVISION

A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A PART OF THE NE1/4, N1/2 OF FRACTIONAL SECTION 8, T7N, R9W OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

LOCATION MAP

FRACTIONAL SEC. 8, T7N, R9W

NOT TO SCALE

SITE LOCATION

CURVE NO.	RADIUS (FT)	CHORD	CHORD BEARING	CHORD LENGTH (FT)	
C1	230.00	085°46'44"	344.34	545°09'27"W	313.07
C2	230.00	011°31'57"	46.29	505°58'04"W	46.22
C3	230.00	017°19'51"	69.57	520°23'58"W	69.31
C4	230.00	020°41'10"	83.04	539°24'29"W	82.59
C5	230.00	022°54'32"	91.96	561°12'19"W	91.35
C6	230.00	005°09'51"	20.73	575°14'31"W	20.72
C7	230.00	005°09'42"	20.32	580°23'17"W	20.31
C8	230.00	003°05'41"	12.42	584°25'59"W	12.42
C9	170.00	085°46'44"	254.53	N43°05'27"E	231.40
C10	170.00	064°03'07"	196.05	N53°57'16"E	180.30
C11	170.00	021°43'37"	64.47	N11°03'54"E	64.08

SECTION CORNER TIES

NORTHEAST CORNER, FRACTIONAL SEC. 6-7N-9W
FOUND ALUMINUM CAP IN ASPHALT
ON CENTERLINE OF N ELM ST SOUTH
39.33' TO 'X' NAILS IN GUY POLE
NE 47.85' TO NAIL & DISK IN POWER POLE
SE 51.89' TO MAG NAIL & DISK IN POWER POLE
SW 56.25' TO 'X' NAILS IN POWER POLE
N 1.00' TO CENTERLINE E 26TH ST EAST/WEST

SOUTHEAST CORNER, N1/2, NE1/4, S1/2, FRACTIONAL SEC. 6-7N-9W
FOUND "X" IN CONCRETE
SE 97.97' TO RED HEAD IN POWER POLE
NE 46.15' TO RED HEAD IN POWER POLE
NW 47.85' TO NW CORNER CONCRETE DRIVEWAY APPROACH
SW 50.20' TO TOP CENTERLINE TELEPHONE POST

OWNERS

LAGUNAS HOME CONSTRUCTION LLC
REIF DEVELOPMENT, LLC
TYLER L. & TARA A. MAGGART
TIMOTHY D. & PAMELA S. SMITH

ENGINEER/LAND SURVEYOR

OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

FLOOD ZONE

THE PROPERTY SHOWN ON THE SURVEY LIES WITH FLOOD ZONE DESIGNATION ZONE X "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DESCRIBED ON THE FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 31001C157C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 AND COMMUNITY-PANEL NUMBER 31002C157C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS LOCATED.

LEGAL DESCRIPTION

A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF 500°30'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 862.25 FEET TO THE SOUTHEAST CORNER OF ELM 26 FIRST SUBDIVISION AND ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING 500°30'19"W, ALONG SAID EAST LINE, A DISTANCE OF 210.21 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 205.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE 500°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 176.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE N89°46'36"E, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 167.13 FEET; THENCE 500°33'04"W, ALONG THE EAST LINE OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 399.80 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°49'02"E A DISTANCE OF 33.00 FEET TO A POINT ON SAID EAST LINE OF THE NE1/4, N1/2, THENCE 500°30'19"W, ALONG SAID EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 149.86 FEET; THENCE N89°52'09"W A DISTANCE OF 333.00 FEET; THENCE 500°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE N13°02'13"W A DISTANCE OF 453.27 FEET; THENCE N04°01'11"W A DISTANCE OF 160.00 FEET; THENCE S85°58'49"W A DISTANCE OF 160.04 FEET; THENCE N13°41'48"E A DISTANCE OF 276.75 FEET; THENCE N24°41'14"W A DISTANCE OF 152.60 FEET TO THE SOUTHEAST CORNER OF BLOCK 1, HOHLEN SUBDIVISION; THENCE N66°14'06"E A DISTANCE OF 101.64 FEET; THENCE S32°47'04"E A DISTANCE OF 330.13 FEET; THENCE N57°12'56"E A DISTANCE OF 160.15 FEET; THENCE S74°22'30"E A DISTANCE OF 351.95 FEET; THENCE N07°12'05"E A DISTANCE OF 77.64 FEET; THENCE S85°54'45"E A DISTANCE OF 396.38 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 604,884.12 SQUARE FEET OR 13.886 ACRES MORE OR LESS OF WHICH 1.763 ACRES ARE NEW DEDICATED ROAD RIGHT OF WAY.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____, 2024, I, JESSE E. HURT, A NEBRASKA REGISTERED LAND SURVEYOR NO. 574, DULY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERFORMED A SURVEY OF THE LAND DEPICTED ON THE ACCOMPANYING PLAT; THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION; THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE LAND SURVEYOR'S REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY.

JESSE E. HURT, REGISTERED LAND SURVEYOR NUMBER, LS-674

olsson

Engineering - Nebraska OCA #CA-4558
201 E. 2ND ST.
Grand Island, NE 68801 TEL: 308-384-6750 www.olssoneng.com

FINAL PLAT

ELM MEADOWS FIRST SUBDIVISION

LAGUNAS HOME

HASTINGS, NEBRASKA

REVISIONS

REV.	DATE	DESCRIPTION
1	2024	

drawn by

checked by

approved by

QAC'd by

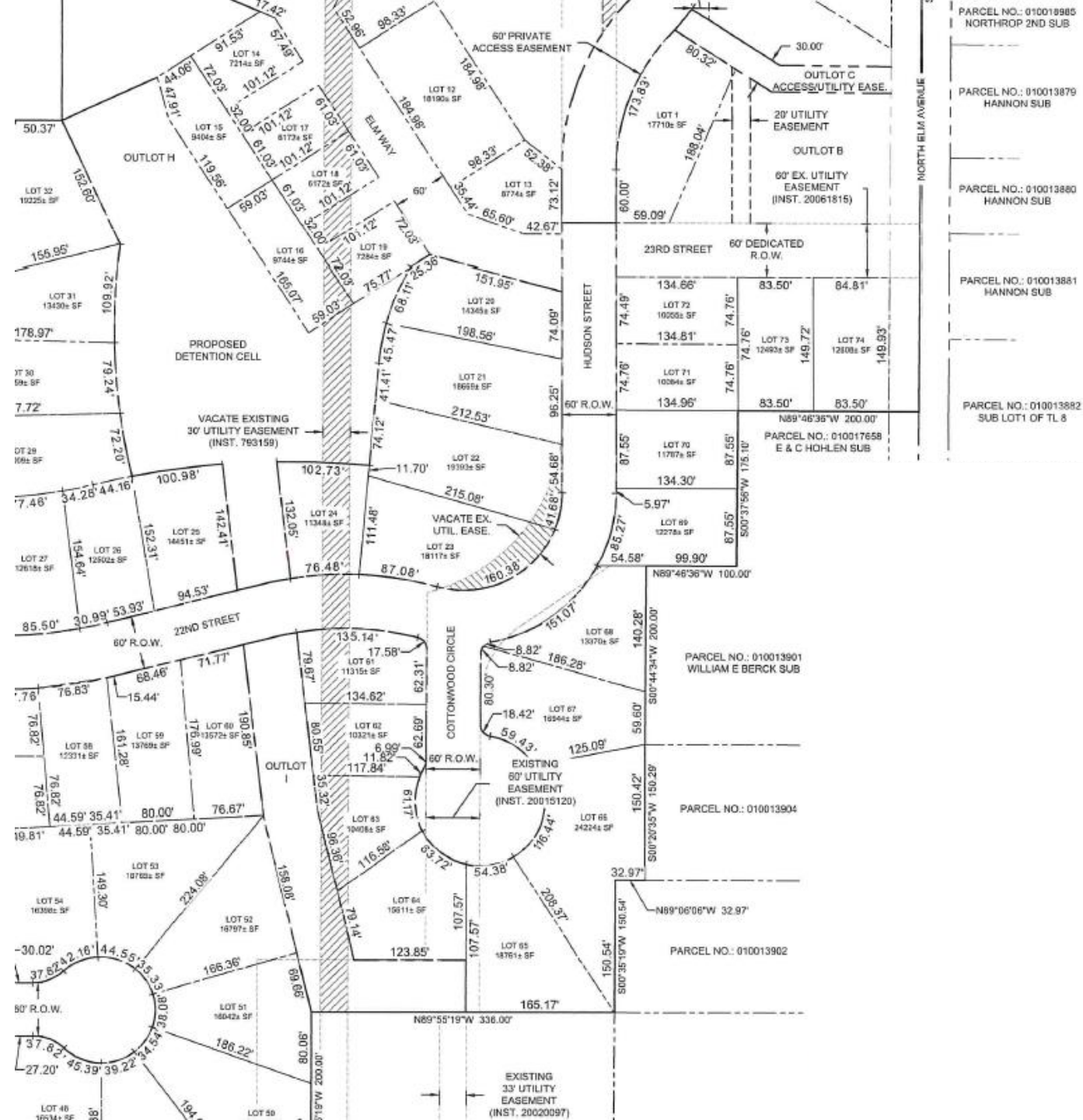
project no.

drawing no.

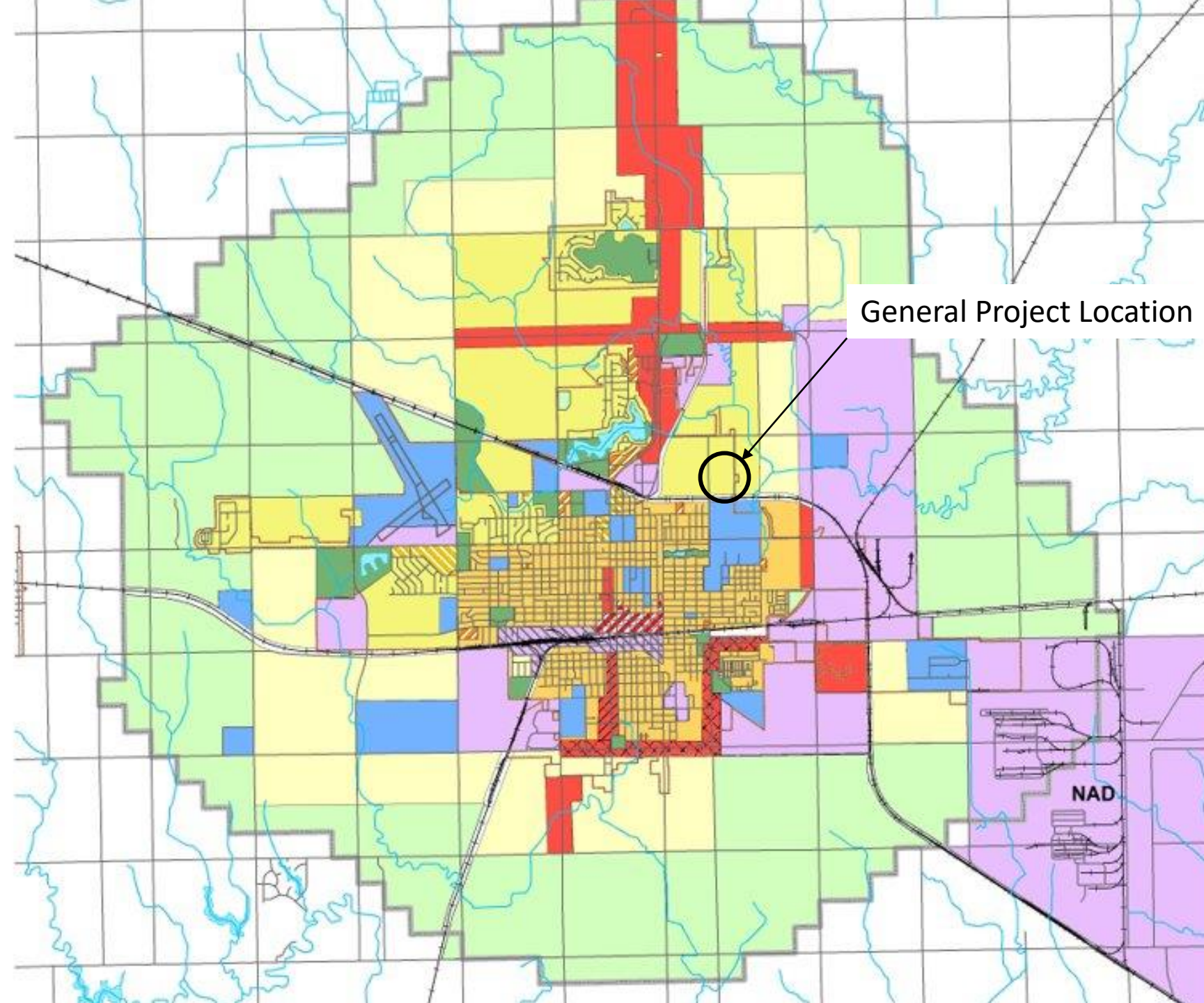
date

SHEET

1 of 2



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General Project Location

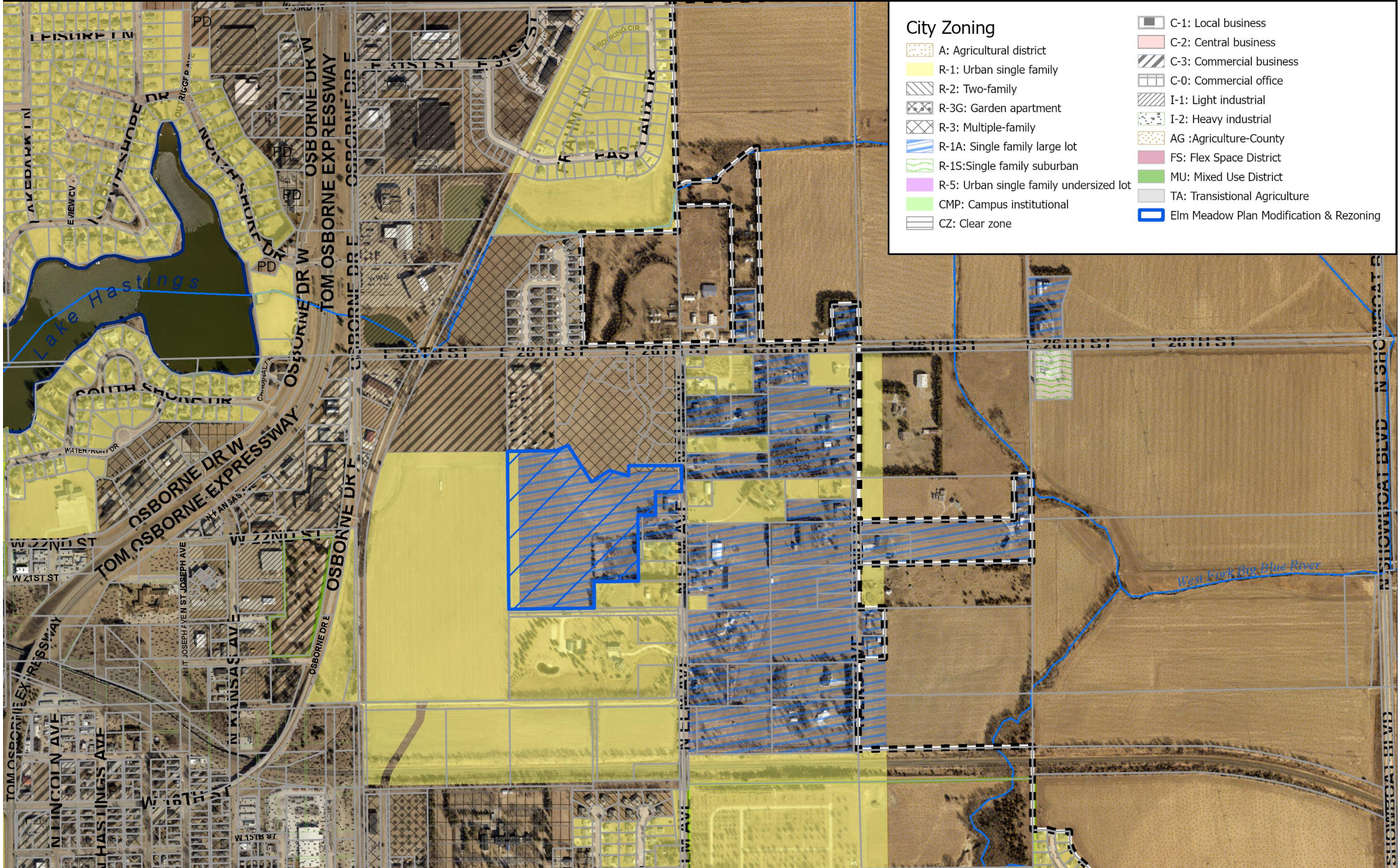
Land Use:

- Rural Residential
- Suburban Residential
- Urban Residential
- Mixed-Use - Neighborhood
- Mixed-Use - Community
- Mixed-Use Downtown
- Commercial/Retail
- Employment/Industrial
- Public / Semi-Public
- Parks & Recreation
- Agriculture

Overlay Districts:

- South Burlington Overlay
- Highway 6 Overlay
- Urban Industrial Overlay
- Floodplain

- City Boundary
- ETJ Boundary
- Education



Staff Findings Summary for the Rezoning Request

- The proposed rezoning conforms with the Comprehensive Plan.
- There is adequate infrastructure to serve the site.
- The character of the surrounding neighborhood is a mix of residential uses, agricultural uses, and commercial uses.
- The proposed rezoning is compatible with the nearby properties. The proposed use for the subdivision and the residential density is similar to the residential uses in the area.

Staff Recommendation

Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the rezoning request from R-1A District to R-1 for the Elm Meadows development, generally located 850 feet south of the intersection of E. 26th Street and N. Elm Avenue, on the west side of N. Elm Avenue, based on the findings in the staff report.



Department: Development Services
Staff Contact: Chad Bunker
Planning Commission Meeting Date: 9/17/2024
File No: 2024-300
Prepared By: Chad Bunker, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

The Hastings Community Redevelopment Authority and the developer, Lagunas Home Construction, have submitted a request for Redevelopment Plan Modification No. 2024-6 to Redevelopment Area #18 for a single-family residential project.

The project would construct 54 single-family homes in the Elm 26 development generally located 850 feet south of the intersection of North Elm Avenue and East 26th Street on the west side of North Elm Avenue. The project intends to use tax increment financing (TIF) to help pay for land acquisition and infrastructure to reduce the cost per lot.

Names of People/Business affected by this action:

The applicant, the people of Hastings, the Community Redevelopment Authority, and the City.

Why Planning Commission action is required:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall submit such plan to the planning commission or board of the city in which the redevelopment project area is located for review and recommendations as to its conformity with the general plan for the development of the city as a whole. The planning commission or board shall submit its written recommendations with respect to the proposed redevelopment plan to the authority within thirty days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission or board or, if no recommendations are received within such thirty days, then without such recommendations, an authority may recommend the redevelopment plan to the governing body of the city for approval (N.R.S. 18-2112).

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

The City Council is scheduled to review this Redevelopment Plan Modification on October 14, 2024.

Department head comments:

Development Services staff have reviewed the application for the Elm Meadows development and Redevelopment Plan Modification of Area #18. The complete details of the staff review and recommendation are in the attached staff report.

Recommendation:

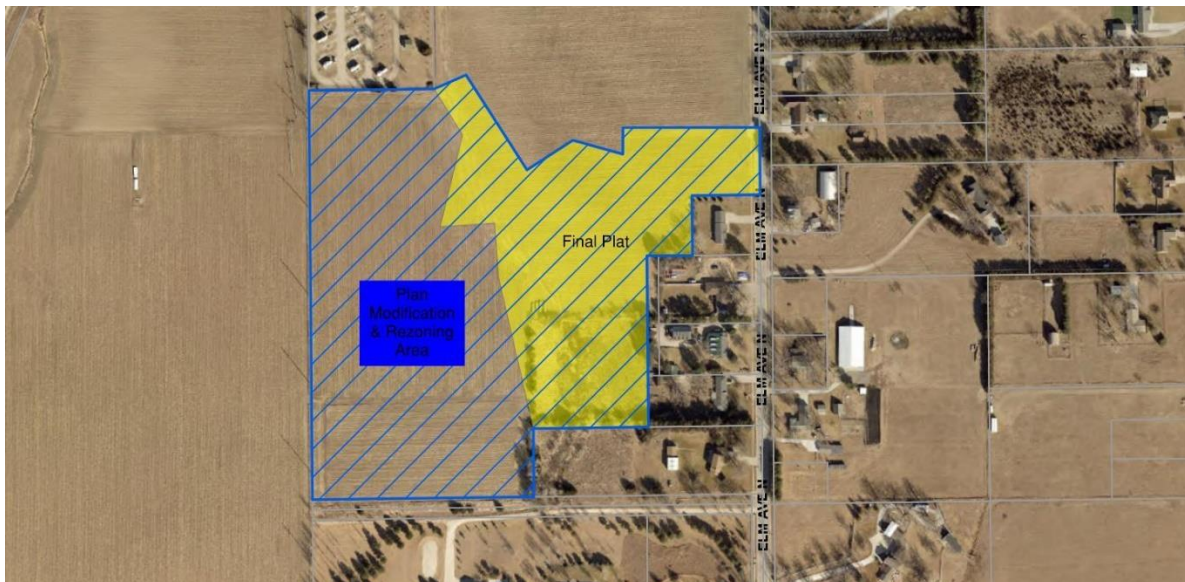
Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a **REDEVELOPMENT PLAN MODIFICATION** for the Noah's Ark Processors Redevelopment Project, generally located southwest of the intersection of West M Street and South Burlington Avenue, on the west side of South Burlington Avenue, based on the findings in the staff report and the Redevelopment Plan Modification materials.



City of Hastings Planning Commission

STAFF REPORT

Request to Modify Redevelopment Plan:	Lagunas Home Construction - Elm Meadows Redevelopment Plan (Plan Modification No. 2024-6)
Case No.	2024-300
Applicant	Hastings Community Redevelopment Authority, on behalf of the developer, Lagunas Home Construction, LLC
Property Location:	Generally located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue.
Lot Size:	25.99 acres
Date of Public Hearing:	September 17, 2024
Current Zoning	R-1A, Single-Family Large Lot Residential District
Adjacent Zoning:	North: R-3, Multiple-Family Residential District, A, Agricultural District, C-3, Commercial Business District East: R-1A District and R-1, Urban Single-Family Residential District South: R-1A District and R-1 District West: C-3, Commercial Business District and R-1 District



DESCRIPTION OF PROPOSED REDEVELOPMENT PLAN MODIFICATION REQUESTS:

The Hastings Community Redevelopment Authority (CRA) has made an application for the Redevelopment Plan Modification of Area #18 for a proposed single-family residential development. The development was planned as part of the Elm 26 Preliminary Plat approved in June 2024. The developer is Lagunas Home Construction, LLC. The developer has requested the use of tax increment financing (TIF) to pay for eligible expenses for the development, which can include acquisition, site preparation, water and sanitary sewer infrastructure installation, and paving.

The developer has also applied to rezone the property to R-1, Urban Single-Family Residential District, and for a Final Plat of Elm Meadows First Subdivision. Please see the corresponding staff reports for more information on these requests.

The property is within the Redevelopment Area #18. The Blight and Substandard Determination was approved by the City Council on April 22, 2024. The General Redevelopment Plan was approved by the City Council on June 10, 2024. The stated initiatives of the General Redevelopment Plan are:

General Development/Redevelopment Initiatives.

- Create an “Economic Development Initiative” for Redevelopment Area #18 directed at increasing the property tax base. Utilize TIF, Micro-TIF, the Rural Workforce Housing Fund and other available sources of economic development funding, including State, Federal and Private Foundation Grants, as well as private investment, for the expansion of existing and the development of new residential uses in the Area in conformance with the City’s Comprehensive Development Plan and current Zoning Regulations, pending changes or amendments to both documents.
- Develop public and private partnerships with funding entities and property developers to attract residential, and commercial development to Redevelopment Area #18. Partnerships can include but are not limited to the Hastings Economic Development Corporation, Hastings Area Chamber of Commerce, Hastings Community Redevelopment Authority (CRA), Housing Development Corporation, Hastings Housing Authority and South-Central Economic Development District. Utilize the Hastings Comprehensive Development Plan, Hastings 2021 Housing Needs Assessment and any other local, relevant planning documents to provide direction for Community development projects.
- Promote the development of undeveloped land areas within the Redevelopment Area, targeting tracts of land that are currently both functionally and economically obsolete. Large, undeveloped tracts of land in Redevelopment Area #18 should be planned for

selected mixed uses of commercial and residential development. Modern street and water/sewer systems should be in place to allow for development to occur.

- Through the CRA, acquire dilapidated and functionally and economically obsolescent buildings or land within the Redevelopment Area and retain or hold these tracts for future development.

Infrastructure & Utility Systems Initiatives.

- Replace, as needed, deteriorated, dilapidated and undersized municipal water, sewer and storm sewer mains throughout Redevelopment Area #18, to support both existing and new residential developments.
- Work with developers to install modern water, storm sewer, sanitary sewer and transportation systems in undeveloped tracts of land in Redevelopment Area #18 to support future development opportunities.
- Establish a program to improve the existing sidewalks, streets, street lighting, landscaping, private driveways, and access roads in the Area, identified as being in a state of deterioration and in substandard condition.

The proposed development, named Elm Meadows Redevelopment Project, would construct 54 single-family detached homes to be sold at market rate. New streets, sidewalks, and needed infrastructure will be installed to support the new homes.

The development is to occur in several phases. The first subdivision, Elm Meadows First Subdivision, is to plat 18 single-family lots on the east side of the development. This phase is anticipated to begin in the spring of 2025. Subsequent phases of the single-family neighborhood will occur to the west as homes are built and sold. Based on favorable construction timelines and home sales, it is anticipated the neighborhood will be built out by 2030.

Property Description:

The property fronts onto North Elm Avenue and is part of the Elm 26 development, approved in June 2024. The land has historically been used for row-crop agriculture. The land gently slopes to the west towards a natural drainage way. This drainage way flows from south to north, towards the West Fork of the Big Blue River. This area is not in a mapped floodplain. The land to the north of East 26th is in a mapped, 100-year floodplain.

STANDARDS TO PROPOSED REDEVELOPMENT PLAN MODIFICATION:

The provisions of N.R.E 18-2116 regulate the process of modifying a redevelopment plan within the City and its extraterritorial jurisdiction for a proposed development.

The City Council, by recommendation from the City Planning Commission, will base its decision on the following:

- a) Is the proposed redevelopment plan modification feasible and in conformity with the Comprehensive Plan (general plan) for the development of the City of Hastings, as a whole, and is it in conformity with the legislation declarations and determinations.**

Based on the application materials provided by the Hastings CRA, the proposed redevelopment project appears to be feasible. The developer has a track record of building homes in the Hastings area and has an experienced development support team.

The proforma documented in the application appears to be reasonable, using appropriate expenses and revenue for the development.

The City of Hastings “Imagine Hastings” Comprehensive Plan, adopted in 2009, shows the site in the Suburban Residential land use category. The policy statement for this use designation is:

This residential category represents the most common development standards in housing and neighborhood design in Hastings. Development in this category is typically in the 2 to 5 units per acre range with lots ranging in size from 8,750 to 20,000 square feet. Suburban residential development is primarily reserved for single family uses but may include a mixture of housing types subject to the residential location guidelines listed below. In areas of suburban residential development where sensitive landforms or environmental constraints exist, cluster developments are encouraged. (Clustering is defined in the Development Section of this Chapter.) Like urban neighborhoods, suburban neighborhoods are strengthened by the presence of community services (churches, schools and parks) that are permitted in this category.

The existing zoning of the property is R-1A, Single-Family Large Lot District, which permits single-family detached residential uses, and other civic uses commonly found in residential neighborhoods, such as parks, schools, and churches.

The developer has requested to rezone the property from R-1A District to R-1, Urban Single-Family Residential District. The R-1A Single-Family Large Lot Residential District, which the property is currently zoned, requires a minimum lot area of 20,000 square feet and lot width of 100 feet. The R-1 District requires a minimum lot area of 7,000 square feet and a 70-foot lot width.

The proposal will allow for a more affordable development with a more efficient layout of lots.

The area was a part of the Elm 26 Preliminary Plat. The section of the development was intended for single-family detached homes. Based on the Preliminary Plat, single-family detached section would have a density of 2.3 dwellings per acre.

The first phase of the single-family development, Elm Meadows First Subdivision Final Plat shows 18 lots on the 11.36-acre site. The proposed density for the first phase is 1.58 dwellings per acre.

The proposed rezoning generally conforms with the 2009 Imagine Hastings Comprehensive Plan. The 2009 Plan notes a range of lot sizes from 8,750 to 20,000 square feet. The City's zoning code does not have a single-family residential district that meets the lot size range. The R-1A, Single-Family Large Lot Residential District has a minimum lot size of 20,000 square feet. Alternatively, the R-5, Urban Single-Family Undersized Lot Residential District has a minimum lot area of 4,500 square feet. The R-1 District is the only single-family zoning district that generally complies with this range. This inconsistency appears to be a by-product of a zoning code update in 2013 not fully aligning with the 2009 plan.

The land use category also notes a density range from 2 – 5 dwellings per acre. The first phase of the single-family density has a slightly smaller density than intended. This is largely due to the creation of outlots intended to manage the stormwater runoff from the development within the natural drainage channel.

Based on the City staff's review, the proposed redevelopment plan modification is feasible and conforms with the City's Comprehensive Plan.

b) If the proposed redevelopment plan is to use tax increment financing (TIF):

i. Would the redevelopment project in the plan be economically feasible without the use of tax-increment financing?

Based on the information in the Elm Meadows Project Redevelopment Plan Modification application materials, the proposed development would not be economically feasible without the use of tax-increment financing.

The developer's project financial plan shows the total expenses to be \$4,306,784 for land and infrastructure construction. A variety of conventional lending tools, developer equity, and the use of public paving infrastructure district financing will be used for land acquisition and infrastructure construction.

Other conventional lending sources will be used for the actual construction of the homes.

The developer is seeking \$3,311,688 in TIF funding. These funds will be used to pay down the cost of developable lots for the 54-lot single-family neighborhood.

As shown in the table at the bottom of page 9, without TIF proceeds, the average cost of a lot would be \$79,755. With TIF proceeds, the average cost of a is anticipated to be \$18,428.

Based on a \$79,000 lot price, the entire single-family neighborhood would not be economically feasible. The cost of the lot, without TIF, on top of the construction cost for a modest market-rate home would make those new homes unattainable for most.

ii. Would the redevelopment project not occur in the community redevelopment area without the use of tax-increment financing?

The redevelopment site is vacant and historically has been used for row crop agriculture. However, in 1995, the landowner at the time had intended to develop the land as single-family homes. When the adjacent RV Park was subdivided from this tract of land in 1995, this tract was Preliminarily Platted as 55 single-family lots. Easements for future utilities were publicly dedicated and a large sewer main was installed in the location of the North Turner Road roadway shown on the 1995 Preliminary Plat.

Considering that a considerable amount of effort to design a subdivision on the property, dedicate easements, and installation of some public utilities was completed in anticipation of developing the property, but the residences were never created should be a significant sign that the redevelopment project would not occur in the redevelopment area without the use of tax increment financing.

iii. Is the costs and benefits of the redevelopment project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services in the long-term best interest of the community impacted by the redevelopment project?

Based on the information in the redevelopment plan modification documentation, the proposed development will be in the long-term best interest of the community.

The proposed development will provide 54 new single-family houses at market-rate prices, which is an identified need in the community. Additionally, the proposed development will not displace any current residents or require

additional public investments in infrastructure or services, such as fire or police protection.

The current real estate property taxes for the site are approximately \$3,697. This tax revenue will continue to be paid to the existing taxing entities (Adams County, City of Hastings, Hastings Public School District, etc.). It is anticipated that the new assessed value will increase to \$24,401,860, upon completion of the project. This will result in an increase in tax revenue of over \$526,976 per year (based on the current tax rate). These taxing entities will receive this added revenue once the TIF bond is paid, which is intended to be 15 years.

- c) **Is the proposed redevelopment plan within a designated enhanced employment area? If so, will the new investments proposed with the redevelopment plan modification increase employment in the area by five new employees and new investment of \$250,000?** This standard does not apply, as the area is not in a designated enhanced employment area.

STAFF COMMENTS: Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a Redevelopment Plan Modification for the Elm Meadows Redevelopment Project, generally located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue., based on the findings in the staff report and the Redevelopment Plan Modification materials.

PREPARED BY: Chad Bunger, AICP, CFM Director of Development Services

DATE: September 6, 2024

ATTACHMENTS:

1. Application and Redevelopment Plan Modification materials
2. Proposed Elm Meadows First Subdivision Final Plat
3. Approved Elm 26 Subdivision Preliminary Plat
4. 2009 Imagine Hastings Future Land Use Map
5. 2024 Redevelopment Area Number 18 Blight and Substandard Determination Study
6. 2024 Redevelopment Area Number 18 General Redevelopment Plan



Zoning Application

Date: 08/30/2024

Project

Permit Type:	Redevelopment Plan Amendment	Existing Zoning:	R-1A, Single Family Large Lot Residential
Project Name:	Elm Meadows Redevelopment Project	Proposed Zoning:	R-1, Urban Single Family Residential
Project Address:	301 S Burlington Ave	Comprehensive Plan:	R-1 Single Family Residential
City, State, Zip:	HASTINGS, NE 68901	Gross Area:	1144072
In City Limits:	Yes	# of Lots:	54
Legal:		Proposed Use:	Single Family Homes

Reason for Request: Modify the existing redevelopment plan for Area #18

Applicant / Owner

Applicant Name:	Randal Chick	Owner Name:	RIEF DEVELOPMENT LLC
Company:	Community Redevelopment Authority of the City of Hastings	Address:	705 N WEBB RD
		City, State, Zip:	GRAND ISLAND, NE 68803-0000
Address:	301 S Burlington Ave	Phone:	
City, State, Zip:	Hastings	Email:	
Phone:	402-461-8415		
Email:	cra@redevelophastings.com		

Key Contact

Key Contact:	Maria Montanez	Address:	926 S. Colorado
Company:	Lagunas Home Construction LLC	City, State, Zip:	Hastings, NE 68901
		Email:	montanez.mm4@gmail.com
Phone:	(402) 902-9115		

I do hereby certify that the information contained herein is true and correct.

Randal Chick

Applicant

08/30/2024

Date

08/30/2024

Owner

Date

**REDEVELOPMENT PLAN #18
PLAN MODIFICATION NO. 2024-6**

(Lagunas Home Construction – Elm Meadows Redevelopment Project)

The Community Redevelopment Authority (CRA) of the City of Hastings intends to amend the Redevelopment Plan for Area #18 within the city, pursuant to the Nebraska Community Development Law (the "Act") and provide for the financing of a specific redevelopment related project in Area #18.

Executive Summary:

Project Description

THE PROJECT CONSISTS OF THE PURCHASE AND REDEVELOPMENT OF APPROXIMATELY 27 ACRES OF LAND LOCATED SOUTH OF 26TH STREET AND WEST OF ELM AVENUE; A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA. THE PROPERTY WILL BE ACQUIRED, INFRASTRUCTURE INSTALLED AND THE DEVELOPER WILL CONSTRUCT UP TO 54 MARKET RATE SINGLE FAMILY HOMES.

Lagunas Home Construction LLC will utilize Tax Increment Financing to aid in acquisition, site preparation, and infrastructure expenses associated with the purchase and development of market rate housing on approximately 27 acres in the future Elm Meadows Subdivision.

Elm Meadows One will include the development and construction of eighteen single family homes. Depending on size and finish, new construction units are expected to sell between \$360,000 and \$460,000. New home construction is anticipated to take place between July, 2025 through December, 2027 and total project valuation is anticipated to be \$7,527,600. These units will be approximately 1,500 square feet to 1,800 square feet, have three to five bedrooms, attached garages, and basements.

Elm Meadows Two will include the development and construction of 20 single family homes and are expected to sell between \$389,376 and \$497,536. New home construction timeframe will depend upon the rate of sale of the units and the construction is anticipated to take place between January 2028 and December 2029. Total project valuation of Elm Meadows Two is anticipated to be \$9,046,502.

Elm Meadows Three will include the development and construction of 16 single family homes and are expected to sell between \$404,951 and \$517,437. New home construction timeframe will depend upon the rate of sale of the units and the construction is anticipated to take place between January 2029 and December 2030. Total project valuation of Elm Meadows Three is anticipated to be \$7,827,758.

This project would not be possible without the use of TIF and the purchase of the property and construction of all three project phases is subject to approval of TIF funding.

TAX INCREMENT FINANCING TO PAY FOR THE ACQUISITION, SITE PREPARATION OF THE PROPERTY AND INSTALLATION OF SEWER, WATER AND PAVING WILL COME FROM THE FOLLOWING REAL PROPERTY:

Property Description (the "Redevelopment Project Area")

A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

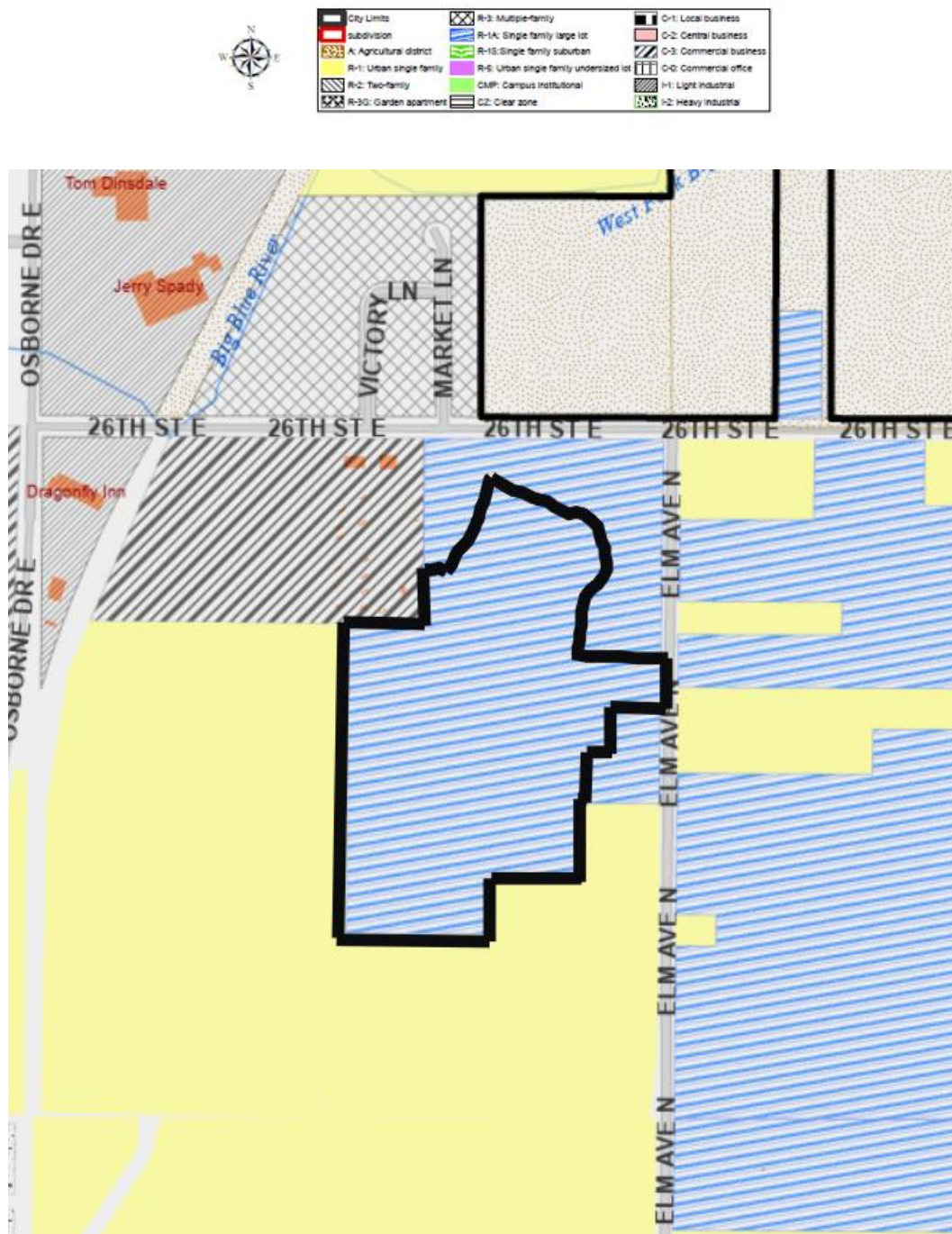
Legal Description:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF S00°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 862.25 FEET TO THE SOUTHEAST CORNER OF ELM 26 FIRST SUBDIVISION AND ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING S00°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 210.01 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE S00°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE N89°40'38"W, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 100.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE S00°44'34"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 200.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S00°20'35"W A DISTANCE OF 150.29 FEET; THENCE N89°06'06"W A DISTANCE OF 32.97 FEET; THENCE S00°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE S00°35'19"W A DISTANCE OF 200.00 FEET; THENCE N89°55'19"W A DISTANCE OF 648.05 FEET TO A POINT ON THE WEST LINE OF SAID NE1/4; THENCE N00°24'47"E, ALONG THE WEST LINE, A DISTANCE OF 1197.64 FEET TO THE SOUTHWEST CORNER OF BLOCK 1, HOHLEN SUBDIVISION; THENCE S89°50'40"E, ALONG THE SOUTH LINE OF SAID BLOCK 1, A DISTANCE OF 370.16 FEET TO THE SOUTHEAST CORNER OF SAID BLOCK 1; THENCE N66°14'06"E A DISTANCE OF 101.64 FEET; THENCE S32°47'04"E A DISTANCE OF 330.13 FEET; THENCE N57°12'56"E A DISTANCE OF 160.15 FEET; THENCE S74°22'30"E A DISTANCE OF 151.95 FEET; THENCE N00°12'05"E A DISTANCE OF 77.64 FEET; THENCE S89°54'46"E A DISTANCE OF 396.38 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 1144074.25 SQUARE FEET OR 26.264 ACRES MORE OR LESS.

As this is a phased project, the tax increment will be captured for the tax year beginning in 2026 or in the year when an increase in value is available for capture and ending fifteen years later.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase in value will come from the new construction of up to 54 single family homes as permitted in the R-1 Residential Zoning District. The tax increment will be captured for the tax year beginning in 2026 or in the year when an increase in value is available for capture and ending fifteen years later.

Map of Existing Land Use and Proposed Redevelopment Site



Statutory Pledge of Taxes.

In accordance with Section 18-2147 of the Act and the terms of the Resolution providing for the issuance of the TIF Note, the Authority hereby provides that any ad valorem tax on the Redevelopment Project Area for the benefit of any public body be divided for a period of fifteen years after the effective date of this provision as set forth in the Redevelopment Contract, consistent with this Redevelopment Plan, Said taxes shall be divided as follows:

- a) That portion of the ad valorem tax which is produced by levy at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and
- b) That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

Pursuant to Section 18-2150 of the Act, the ad valorem tax so divided is hereby pledged to the repayment of loans or advances of money, or the incurring of any indebtedness, whether funded, refunded, assumed, or otherwise, by the CRA to finance or refinance, in whole or in part, the redevelopment project, including the payment of the principal of, premium, if any, and interest on such bonds, loans, notes, advances, or indebtedness.

Redevelopment Plan Amendment Complies with the Act:

The Community Development Law requires that a Redevelopment Plan and Project consider and comply with a number of requirements. This Plan Amendment meets the statutory qualifications as set forth below.

- 1. The Redevelopment Project Area was first declared blighted and substandard by action of the Hastings City Council on April 22, 2024 based on the “Blight and Substandard Study for Redevelopment Area #18 dated February 13, 2024 as prepared by Five Rule Rural Planning. (§18-2109) Such declaration was made after a public hearing with full compliance with the public notice requirements of §18-2115 of the Act,**
- 2. Conformation to the General Plan for the Municipality as a whole. (§18-2103 /13) (a) and §18-2110)**

Hastings adopted a Comprehensive Plan on February 24, 2009. This redevelopment plan amendment and project are consistent with the Comprehensive Development Plan, in that no changes in the Comprehensive Development Plan elements are intended. This plan merely provides funding for the developer to construct market rate housing for residential uses on this property as defined by the current and effective zoning regulations. The Hastings Planning Commission will hold a public hearing at their meeting on September 17, 2024 and to review and approve Plan Modification No. 2024-6 to Redevelopment Plan No. 18 confirming that this project is consistent with the Comprehensive Development Plan for the City of Hastings.

- 3. The Redevelopment Plan must be sufficiently complete to address the following items: (§18-2103/13) (b)**

a. Land Acquisition:

The Redevelopment Plan for Area No. 18 provides for real property acquisition and this plan amendment does not prohibit such acquisition. Rief Development LLC is the current owner of the ground on which

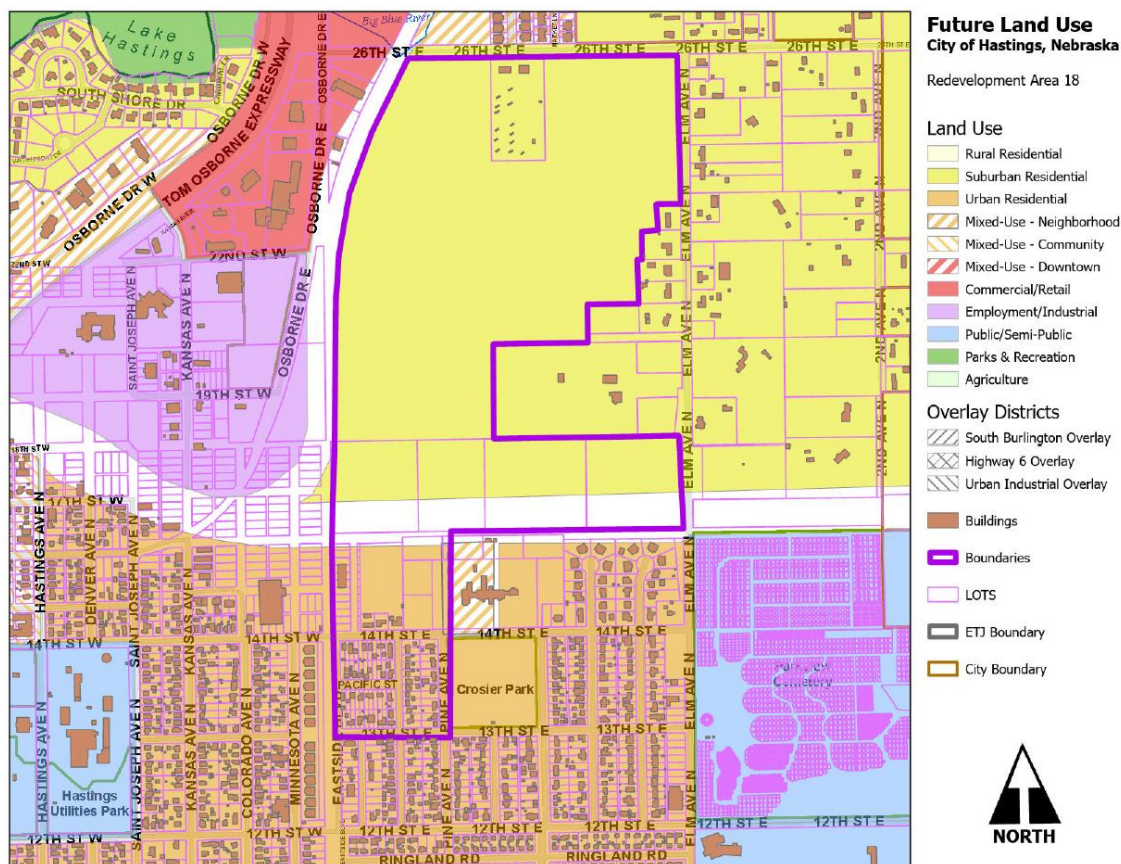
the Project will be constructed. The parcel on which Lagunas Home Construction LLC will construct new housing will be purchased by the developer.

b. Demolition and Removal of Structures:

The project to be implemented with this plan does not provide for the demolition and removal any structures on this property.

c. Future Land Use Plan

See the attached map from the 2009 Hastings Comprehensive Development Plan. Much of the area around the site in private ownership is planned for residential development and ancillary uses. This property is currently owned by Rief Development LLC and a sale is contemplated to the developer. [§18-2103(b) and §18-2111) The attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5))



d. Changes to zoning, street layouts and grades or building codes or ordinances or other planning changes

The area is currently zoned R-1A Single Family Large Lot and a zoning change to R-1 Single Family Residential is anticipated with this project. The property will be graded and new streets will be constructed in conjunction with the plat to be filed with the City of Hastings. No changes are anticipated in building codes or ordinances, nor are any other planning changes contemplated. [§18-2103(b) and §18-

2111]

e. Site Coverage and intensity of Use

The developer is proposing to construct up to 54 single family homes and plans to meet the applicable regulations regarding site coverage and intensity of use. [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

Sewer, water and paving will be installed by the developer to support this development. Sufficient electric utilities and gas lines will also be installed by the developer for the proposed construction of these homes. The developer will be responsible for installing any sidewalks required for the project. No other utilities would be impacted by the development. [§18-2103(b) and §18-2111]

4. The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. This property has previously been utilized for farm ground and agriculture related uses and no relocation is contemplated or necessary. [§18-2103.02]

5. No member of the Authority, nor any employee thereof holds any interest in any property in this Redevelopment Project Area. [§18-2106]

6. Section 18-2114 of the Act requires that the Authority consider:

1. Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.

Land acquisition is \$725,000 and the development costs for infrastructure are estimated to be \$3,581,784. Total development costs of \$4,306,784 for land and infrastructure will be paid for by TIF funds and the sale and development of lots for single family homes. Based on current projections, the Developer is seeking \$3,311,688 in TIF to make the Project economically viable and the Developer and their financial institution have indicated the project is not feasible without the assistance of TIF.

2. Statement of proposed method of financing the redevelopment project.

The developer will provide all necessary financing for the project. Funding for the development of the land and construction of 54 homes will be come from a combination of funds including;

- a conventional mortgage loan from Home Federal Bank in the amount of \$580,000 for acquisition
- owner equity contribution of \$145,000 for acquisition
- Infrastructure paving districts in the amount of \$2,957,039
- a revolving construction line of \$4,175,000 from Home Federal Bank
- TIF funding in the amount of \$3,311,688
- and new home sales

3. Statement of feasible method of relocating displaced families.

No families will be displaced as a result of this plan.

7. Section 18-2113 of the Act requires:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

The Authority has considered these elements in proposing this Plan Amendment. This amendment, in and of itself will promote consistency with the Hastings Comprehensive Development Plan by providing quality housing for Hastings area citizens and housing that will help meet the needs of the Hastings workforce.

8. Time Frame for Development

The developer is proposing the following project development schedule.

- Plan Modification Approvals – September-November, 2024
- Infrastructure Design, Bidding, Construction, Districting – January - March, 2025
- Infrastructure Construction – March - July, 2025
- Elm Meadows I new home construction – July, 2025 - December, 2027
- Elm Meadows II new home construction – 2028 - 2029
- Elm Meadows III new home construction – 2029 - 2030

Excess valuation should be available for each portion of the phased project for 15 years beginning with the 2026 tax year, provided, however, if there is no increase in valuation for the 2026 tax year, the excess valuation will be available beginning in the year when an increase in value is available for capture.

9. Justification of Project

Extension of utilities, substantial site grading and installation of streets are necessary to facilitate redevelopment of this site. The projected cost of bringing a buildable lot to market is just under \$80,000 which is not a realistic price for market rate single family housing in Hastings. The redevelopment of this property will result in increased housing opportunities and increased sales tax and is another step in the creation of more housing opportunities for the Hastings community. The Hastings Community Redevelopment Authority and the Hastings City Council have made it clear with previous decisions that they support development that will increase residential opportunities for families and workforce in the area.

10. Cost Benefit Analysis

Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the plan amendment in the event that Tax Increment Financing will be used. This analysis must address specific statutory issues.

As authorized in the Nebraska Community Development Law, §18-2147, Neb. Rev. Stat. (2012), the City of Hastings has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses – Elm Meadows I

Elm Meadows One will include the development and construction of eighteen single family homes and total project valuation is anticipated to be \$7,527,600. Approximately \$1,021,605 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the project. This investment by the Authority will leverage \$7,527,600 in private sector or other non-local financing; a private investment of \$7.37 for every TIF dollar investment. Total lot costs without TIF in Elm Meadows I is \$86,443 and the lot cost with TIF is \$29,687.

USE OF FUNDS			LOT DEVELOPMENT - SOURCES OF FUNDS	
ELM MEADOWS I - 18 Lots	18		Projected Valuation	\$ 7,527,600
Acquisition		\$ 241,667	Projected TIF Proceeds	\$ 1,021,605
Acquisition Interest		\$ 23,683	Projected TIF Proceeds per lot	\$ 56,756
Infrastructure		\$ 1,114,670		
Infrastructure Interest		\$ 122,614	Total Uses	\$ 1,555,967
Insurance		\$ 10,000	Total Units	18
Property Taxes		\$ 10,000		
Misc. Development Costs		\$ 33,333	Cost Per Lot (No TIF)	\$ 86,443
Total Uses		\$ 1,555,967	Cost Per Lot (With TIF)	\$ 29,687

Project Sources and Uses – Elm Meadows II

Elm Meadows Two will include the development and construction of 20 single family homes and the total project valuation of Elm Meadows Two is anticipated to be \$9,046,502. Approximately \$1,227,742 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the project. This investment by the Authority will leverage \$9,046,502 in private sector or other non-local financing; a private investment of \$7.37 for every TIF dollar investment. Total lot costs without TIF in Elm Meadows II is \$77,086 and the lot cost with TIF is \$15,699.

USE OF FUNDS			LOT DEVELOPMENT - SOURCES OF FUNDS	
ELM MEADOWS II - 18 Lots	20		Projected Valuation	\$ 7,527,600
Acquisition		\$ 268,519	Projected TIF Proceeds	\$ 1,227,742
Acquisition Interest		\$ 52,630	Projected TIF Proceeds per lot	\$ 61,387
Infrastructure		\$ 1,048,233		
Infrastructure Interest		\$ 115,306	Total Uses	\$ 1,541,725
Insurance		\$ 10,000	Total Units	20
Property Taxes		\$ 10,000		
Misc. Development Costs		\$ 37,037	Cost Per Lot (No TIF)	\$ 77,086
Total Uses		\$ 1,541,725	Cost Per Lot (With TIF)	\$ 15,699

Project Sources and Uses – Elm Meadows III

Elm Meadows III will include the development and construction of 16 single family homes and Total project valuation of Elm Meadows III is anticipated to be \$7,827,758. Approximately \$1,062,341 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the project. This investment by the Authority will leverage \$7,827,758 in private sector or other non-local financing; a private investment of \$7.37 for every TIF dollar investment. Total lot costs without TIF in Elm Meadows I is \$75,568 and the lot cost with TIF is \$9,172.

USE OF FUNDS		LOT DEVELOPMENT - SOURCES OF FUNDS	
ELM MEADOWS III - 16 Lots	16	Projected Valuation	\$ 7,827,758
Acquisition	\$ 214,815	Projected TIF Proceeds	\$ 1,062,341
Acquisition Interest	\$ 63,156	Projected TIF Proceeds per lot	\$ 66,396
Infrastructure	\$ 794,136		
Infrastructure Interest	\$ 87,355	Total Uses	\$ 1,209,092
Insurance	\$ 10,000	Total Units	16
Property Taxes	\$ 10,000		
Misc. Development Costs	\$ 29,630	Cost Per Lot (No TIF)	\$ 75,568
Total Uses	\$ 1,209,092	Cost Per Lot (With TIF)	\$ 9,172

The Elm Meadows Project will ultimately include the development and construction of 54 single family homes and total project valuation is anticipated to be \$24,401,860. Approximately \$3,311,688 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the total project. This investment by the Authority will leverage \$24,401,860 in private sector or other non-local financing; a private investment of \$7.37 for every TIF dollar investment. Total lot costs without TIF will average \$79,755 and the lot cost with TIF will average \$18,428.

USE OF FUNDS		LOT DEVELOPMENT - SOURCES OF FUNDS	
ELM MEADOWS - 54 Lots	54	Projected Valuation	\$ 24,401,860
Acquisition	\$ 725,001	Projected TIF Proceeds	\$ 3,311,688
Acquisition Interest	\$ 139,469	Projected TIF Proceeds per lot	\$ 61,328
Infrastructure	\$ 2,957,039		
Infrastructure Interest	\$ 325,275	Total Uses	\$ 4,306,784
Insurance	\$ 30,000	Total Units	54
Property Taxes	\$ 30,000		
Misc. Development Costs	\$ 100,000	Cost Per Lot (No TIF)	\$ 79,755
Total Uses	\$ 4,306,784	Cost Per Lot (With TIF)	\$ 18,428

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2024, valuation of approximately \$170,000. Based on the 2023 levy of .02174723 this would result in real property taxes of approximately \$3,697.03 which will be paid out to all the existing taxing

entities. It is anticipated that the assessed value will increase by \$24,231,860 upon full completion, as a result of the site redevelopment. This development will result in an additional estimated tax increase of over \$526,976 annually. This tax increment gained from the Redevelopment Project Area would not be available for use as city general tax revenues, for a period of 15 years, or such shorter time as may be required to amortize the TIF bond, but would be used for eligible redevelopment costs to enable this project to be realized.

Estimated 2024 assessed value:	\$170,000
Estimated value after completion	\$24,401,860
Increment value	\$24,231,860
Annual TIF generated (estimated)	\$526,976
TIF bond issue	\$3,311,688

(a) Tax shifts resulting from the approval of the use of Tax Increment Financing;

The proposed redevelopment will create additional valuation of \$24,231,860. No tax shifts are anticipated from the project. The project creates new valuation from the construction of new homes that will support taxing entities long after the project is paid off.

(b) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project;

No additional public service needs have been identified. Existing water and waste water facilities will not be impacted by this development. The electric utility has sufficient capacity to support the development. It is anticipated that this project has the potential to impact schools as the homes to be built will have 3 to 5 bedrooms allowing for larger families. However, approximately 11 homes per year are projected to be built and this phased construction should allow time for the local school districts to adjust for enrollment changes. Fire and police protection are available and should not be negatively impacted by this development.

(c.) Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on employers and employees of firms locating within the boundaries of the redevelopment and should provide for additional housing opportunities for employees and employers.

(d.) Impacts on other employers and employees within the city or village and the immediate area that are located outside of the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on other employers in any manner different from any other expanding business within the Hastings area and should provide for additional housing opportunities for employees.

(e.) Impacts on student populations of school districts within the City or Village:

The average number of persons per household in Hastings according the US Census Bureau is 2.3

occupants. According to current census numbers less than 20% of the population of Hastings is between the ages of 5 and 18. However, this development is designed for families as each home will have 3 to 5 bedrooms. It is anticipated that the average household in the development will have 4-5 family members and that an estimated 270 people could be housed in this subdivision with an estimated 160 school age children. The construction of these homes will take place over a five-year period and these children will likely be spread over the full school age population from elementary to secondary school. The superintendent of Hastings Public Schools has indicated that their student population runs between 230 to 270 students per class and an additional influx of 160 students over a 5-year term will have minimal impact on School District #18. Therefore, it is anticipated that there will be no adverse impact on the local school districts.

(f) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

This project is consistent with the goals of the City's Comprehensive Plan, the Hastings Housing Study of 2021 and the CRA's goal to increase housing opportunities in the community.

Time Frame for Development

Development of the project is expected to occur in annual phases as provided below;

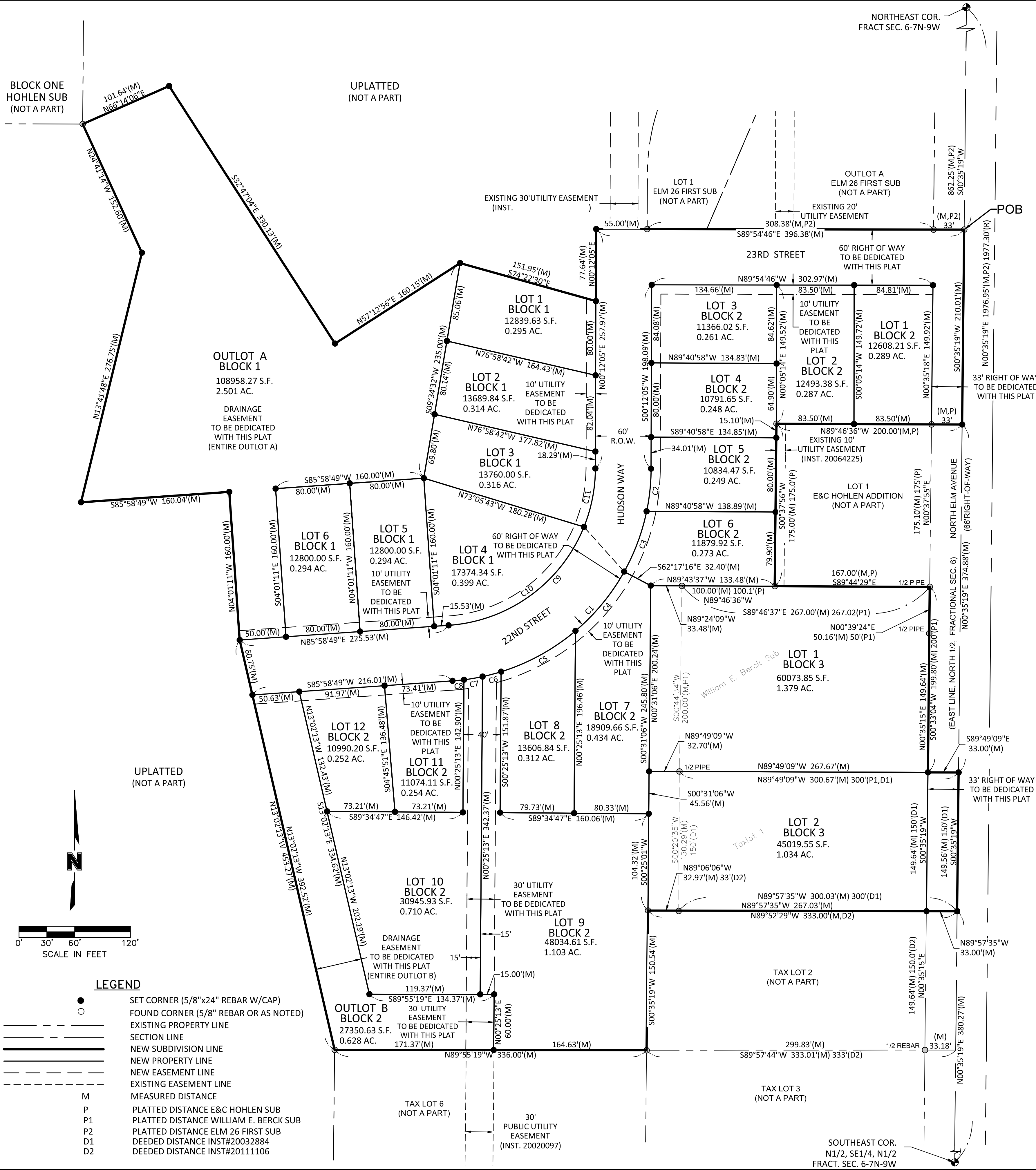
Elm Meadows I home construction is anticipated to occur between July, 2025 and December, 2027.

Elm Meadows II home construction is anticipated to occur between 2028 and 2029.

Elm Meadows III home construction is anticipated to occur between 2029 and 2030.

Ultimately market conditions and the rate of sale of individual homes will determine the completion date of the project. While the projected construction is anticipated to be complete by the end of 2030, other conditions may delay the completion of the project.

DWG: F:\2024\04501-05000\024-04930-Design\Survey\SRV\Sheets\V_FPLAT ELM MEADOWS_02404930.dwg
DATE: Sep 10, 2024 4:52pm
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USER: jlmenez



FINAL PLAT

ELM MEADOWS FIRST SUBDIVISION

A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A PART OF THE NE1/4, N1/2 OF FRACTIONAL SECTION 6, T7N, R9W OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

CURVE TABLE					
CURVE ID	RADIUS (FT)	DELTA	LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)
C1	230.00	085°46'44"	344.34	S43°05'27"W	313.07
C2	230.00	011°31'57"	46.29	S05°58'04"W	46.22
C3	230.00	017°19'51"	69.57	S20°23'58"W	69.31
C4	230.00	020°41'10"	83.04	S39°24'29"W	82.59
C5	230.00	022°54'32"	91.96	S61°12'19"W	91.35
C6	230.00	005°09'51"	20.73	S75°14'31"W	20.72
C7	230.00	005°03'42"	20.32	S80°21'17"W	20.31
C8	230.00	003°05'41"	12.42	S84°25'59"W	12.42
C9	170.00	085°46'44"	254.51	N43°05'27"E	231.40
C10	170.00	064°03'07"	190.05	N53°57'16"E	180.30
C11	170.00	021°43'37"	64.47	N11°03'54"E	64.08

LOCATION MAP

FRACTIONAL SEC. 6, T7N, R9W

NOT TO SCALE

SITE LOCATION

NE COR

6

ELM AVENUE

12TH ST

SECTION CORNER TIES

NORTHEAST CORNER, FRACTIONAL SEC 6-7N-9W
FOUND ALUMINUM CAP IN ASPHALT
ON CENTERLINE OF N ELM ST SOUTH
N 39.33' TO 'X' NAILS IN GUY POLE
NE 47.85' TO NAIL & DISK IN POWER POLE
SE 51.89' TO MAG NAIL & DISK IN POWER POLE
SW 56.25' TO 'X' NAILS IN POWER POLE
N 1.00' TO CENTERLINE E 26TH ST EAST/WEST

SOUTHEAST CORNER, N1/2, NE1/4, S1/2, FRACTIONAL SEC 6-7N-9W
FOUND "I" IN CONCRETE
SE 97.97' TO RED HEAD IN POWER POLE
NE 60.15' TO RED HEAD IN POWER POLE
NW 47.85' TO NW CORNER CONCRETE DRIVEWAY APPROACH
SW 50.20' TO TOP CENTERLINE TELEPHONE POST

LEGAL DESCRIPTION

A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF S00°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 862.25 FEET TO THE SOUTHEAST CORNER OF ELM 26 FIRST SUBDIVISION AND ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING S00°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 210.01 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE S00°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S89°46'36"E, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 167.13 FEET; THENCE S00°33'04"W, ALONG THE EAST LINE OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 199.80 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°49'09"E A DISTANCE OF 33.00 FEET TO A POINT ON SAID EAST LINE OF THE NE1/4, N1/2; THENCE S00°35'19"W, ALONG SAID EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 149.56 FEET; THENCE N89°52'29"W A DISTANCE OF 333.00 FEET; THENCE S00°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE N13°02'13"W A DISTANCE OF 453.27 FEET; THENCE N04°01'11"W A DISTANCE OF 160.00 FEET; THENCE S85°58'49"W A DISTANCE OF 160.04 FEET; THENCE N13°41'48"E A DISTANCE OF 276.75 FEET; THENCE N24°41'14"W A DISTANCE OF 152.60 FEET TO THE SOUTHEAST CORNER OF BLOCK 1, HOHLEN SUBDIVISION; THENCE N66°14'06"E A DISTANCE OF 101.64 FEET; THENCE S32°47'04"E A DISTANCE OF 330.13 FEET; THENCE N57°12'56"E A DISTANCE OF 160.15 FEET; THENCE S74°22'30"E A DISTANCE OF 151.95 FEET; THENCE N00°12'05" E A DISTANCE OF 77.64 FEET; THENCE S89°54'46"E A DISTANCE OF 396.38 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 604,884.12 SQUARE FEET OR 13.886 ACRES MORE OR LESS OF WHICH 1.763 ACRES ARE NEW DEDICATED ROAD RIGHT OF WAY.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT ON _____, 2024, I, JESSE E. HURT, A NEBRASKA REGISTERED LAND SURVEYOR NO.674, DULY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERFORMED A SURVEY OF THE LAND DEPICTED ON THE ACCOMPANYING PLAT; THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION; THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE LAND SURVEYOR'S REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY.

JESSE E. HURT, REGISTERED LAND SURVEYOR NUMBER, LS-674

OWNERS
LAGUNAS HOME CONSTRUCTION LLC
RIEF DEVELOPMENT, LLC
TYLER L & TARA A MAGGART
TIMOTHY D & PAMELA S SMITH

ENGINEER/LAND SURVEYOR
OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

FLOOD ZONE

THE PROPERTY SHOWN ON THE SURVEY LIES WITH FLOOD ZONE DESIGNATION ZONE X "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DESCRIBED ON THE FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 31001C157C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 AND COMMUNITY-PANEL NUMBER 31001C176C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS LOCATED.

olsson

Engineering - Nebraska COA #CA-0638
201 East 2nd Street
Grand Island, NE 68801
TEL 308.384.8750
www.olsson.com

FINAL PLAT

ELM MEADOWS FIRST SUBDIVISION

LAGUNAS HOME

2024

HASTINGS, NEBRASKA

drawn by: JMJ

checked by: GISVY

approved by: JEH

QA/QC by: JJA

project no.: 2024-04930

drawing no.: 2024-08-15

SHEET

1 of 2

ELM 26 APARTMENTS PRELIMINARY PLAT

DWELLING UNITS R-3 ZONE: 258
DWELLING UNITS PER ACRE: 14.4

DWELLING UNITS R1-A: 55
DWELLING UNITS PER ACRE: 2.1

ENTIRE DEVELOPMENT DWELLING UNITS: 313
ENTIRE DEVELOPMENT DWELLING UNITS PER ACRE: 7.2

OWNER
INNATE H1, LLC
PO BOX 2006
GRAND ISLAND, NE 68802

ENGINEER/LAND SURVEYOR
OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

SUBDIVISION AREA
44.309± ACRES

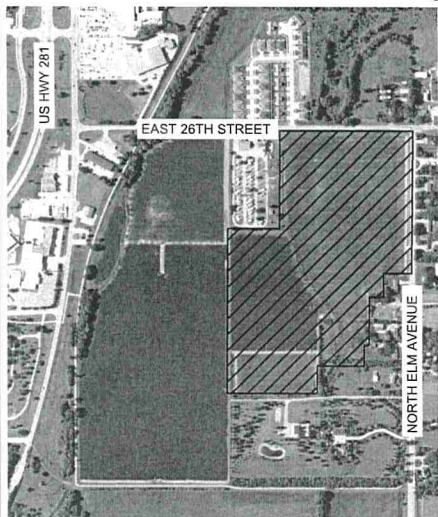
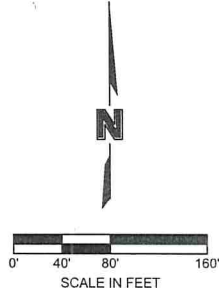
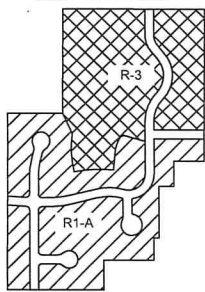
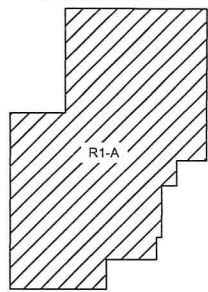
LOT USAGE
55 - RESIDENTIAL
19 - MULTI-FAMILY RESIDENTIAL
5 - OUTLOT

OWNER

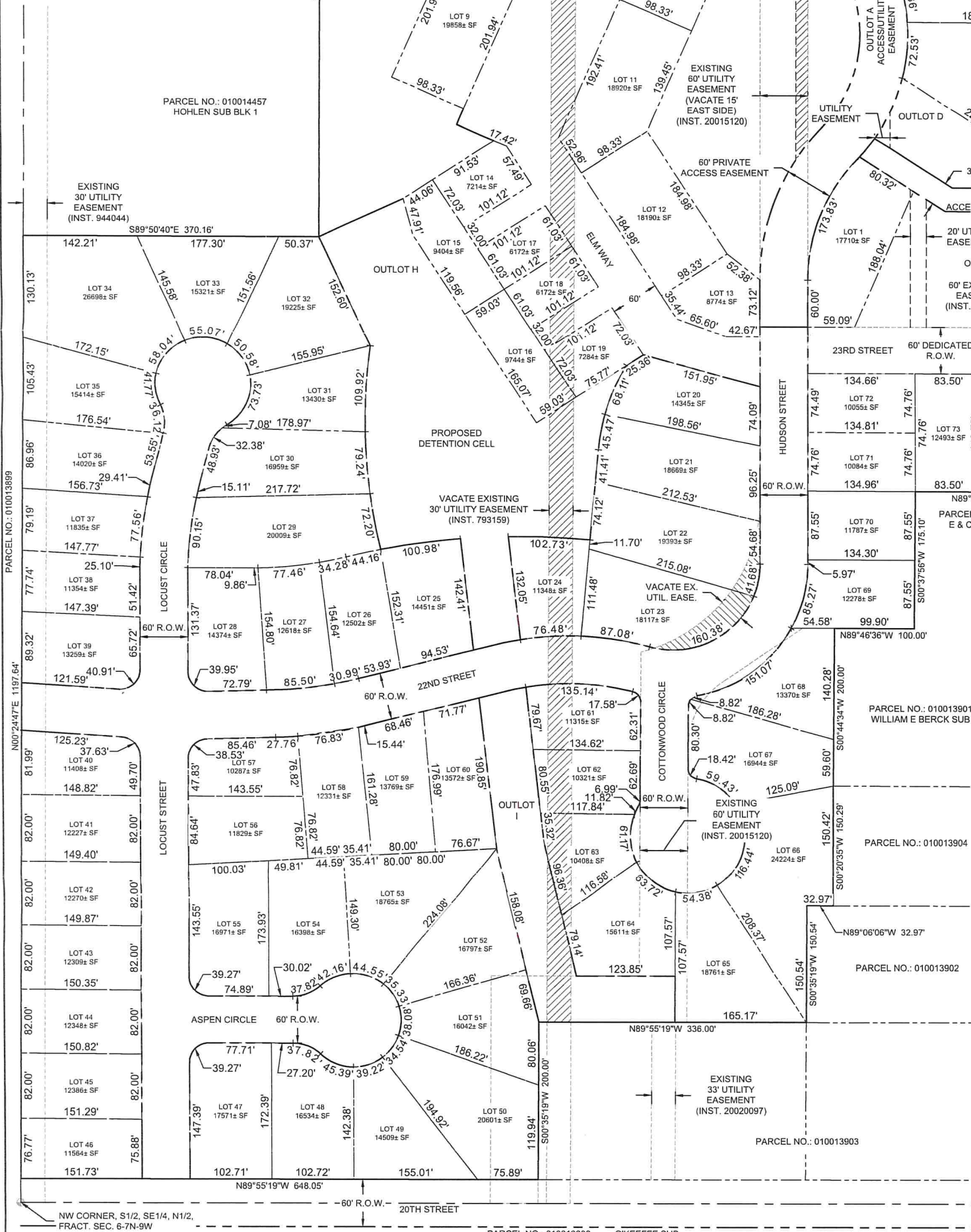
DATE

EXISTING ZONING

PROPOSED ZONING



VICINITY MAP
NOT TO SCALE



A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF S00°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 41.25 FEET TO THE POINT OF BEGINNING; THENCE S00°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 1031.00 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE S00°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE N89°46'36"W, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 100.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE S00°44'43"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 200.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S00°20'35"W A DISTANCE OF 150.29 FEET; THENCE N89°06'06"W A DISTANCE OF 32.97 FEET; THENCE S00°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE S00°35'19"W A DISTANCE OF 200.00 FEET; THENCE N89°55'19"W A DISTANCE OF 648.05 FEET TO A POINT ON THE WEST LINE OF SAID NE1/4; THENCE N00°24'47"E, ALONG THE WEST LINE, A DISTANCE OF 1197.64 FEET TO THE SOUTHWEST CORNER OF BLOCK 1 HOHLEN SUBDIVISION; THENCE S89°50'40"E, ALONG THE SOUTH LINE OF SAID BLOCK 1, A DISTANCE OF 370.16 FEET TO THE SOUTHEAST CORNER OF SAID BLOCK 1; THENCE N00°24'02"E, ALONG THE EAST LINE OF SAID BLOCK 1, A DISTANCE OF 710.09 FEET TO THE NORTHEAST CORNER OF SAID BLOCK 1 AND ALSO BEING ON THE SOUTH RIGHT OF WAY LINE OF 26TH STREET; THENCE S89°49'38"E, ALONG SAID SOUTH RIGHT OF WAY LINE OF 26TH STREET, A DISTANCE OF 952.89 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 1930112 SQUARE FEET OR 44.309 ACRES MORE OR LESS OF WHICH 0.781 ACRES ARE COUNTY ROAD RIGHT OF WAY.

HASTINGS PLANNING COMMISSION RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, HAS BEEN SUBMITTED TO AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL, AND IS HEREBY TRANSMITTED TO THE GOVERNING BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA WITH THE RECOMMENDATION THAT SAID PRELIMINARY PLAT BE APPROVED THIS 18th DAY OF May, 2024.

CHAIRMAN
Chad Burger
DIRECTOR

MAYOR AND CITY COUNCIL RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA IS HEREBY APPROVED THIS 18th DAY OF June, 2024.

MAYOR
Kathy Spafford
CLERK

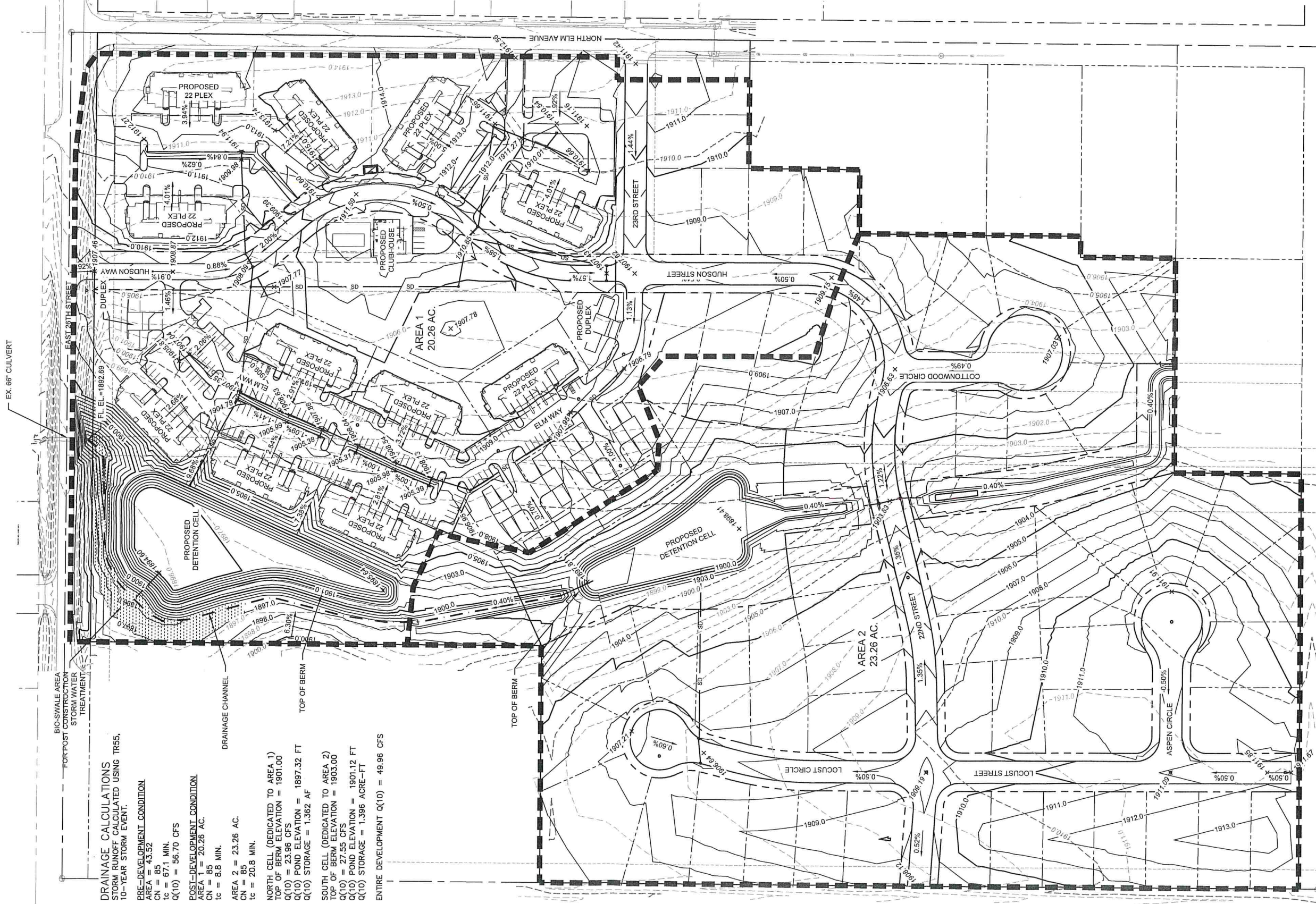


olsson

 olsson Engineering Nebraska COA #CA-0638	201 East 2nd Street Grand Island, NE 68801 olsson.com TEL 308.384.8750 FAX 308.384.8752 Olsson - Engineering Nebraska COA #CA-0638	REVISIONS DESCRIPTION			REV. NO.	LOT LAYOUT	
REVISIONS			2024	HASTINGS, NEBRASKA			
ELM 26 PRELIMINARY PLAT							
drawn by: KGS checked by: MMR designed by: ASL DATE by: MMR Project no.: 024-00833 date: 05.25.2024							
SHEET 1 of 4							

ELM 26 APARTMENTS PRELIMINARY PLAT

LEGEND:
--- 1860.00 --- EXISTING MAJOR CONTOUR
--- 1860.50 --- EXISTING MINOR CONTOUR
--- 1860.00 --- PROPOSED MAJOR CONTOUR
--- 1860.50 --- PROPOSED MINOR CONTOUR
--- 1.0% --- SURFACE SLOPE



DRAINAGE CALCULATIONS
STORM RUNOFF CALCULATED USING TR55,
10-YEAR STORM EVENT.

PRE-DEVELOPMENT CONDITION
AREA = 43.52
CN = 85
tc = 67.1 MIN.
Q(10) = 56.70 CFS

POST-DEVELOPMENT CONDITION
AREA = 20.26 AC.
CN = 85
tc = 8.8 MIN.

AREA 2 = 23.26 AC.
CN = 85
tc = 20.8 MIN.

NORTH CELL (DEDICATED TO AREA 1)
TOP OF BERM ELEVATION = 1901.00
Q(10) = 23.96 CFS
Q(10) POND ELEVATION = 1897.32 FT
Q(10) STORAGE = 1,362 AF

SOUTH CELL (DEDICATED TO AREA 2)
TOP OF BERM ELEVATION = 1903.00
Q(10) = 27.55 CFS
Q(10) POND ELEVATION = 1901.12 FT
Q(10) STORAGE = 1,396 ACRE-FT

ENTIRE DEVELOPMENT Q(10) = 49.96 CFS

GRADING & DRAINAGE PLAN

ELM 26
PRELIMINARY PLAT

HASTINGS, NEBRASKA

REVISIONS

REVISIONS DESCRIPTION

REV. NO.

DATE

2024

201 East 2nd Street
Grand Island, NE 68801

olsson.com
TEL 308.384.8750
FAX 308.384.8752
Olsson - Engineering
Nebraska COA #CA-0638

olsson®

drawn by: KDG
checked by: MMR
designed by: AST
QA/QC by: MMR
project no.: 024-00835
date: 04.28.2024

SHEET
4 of 4

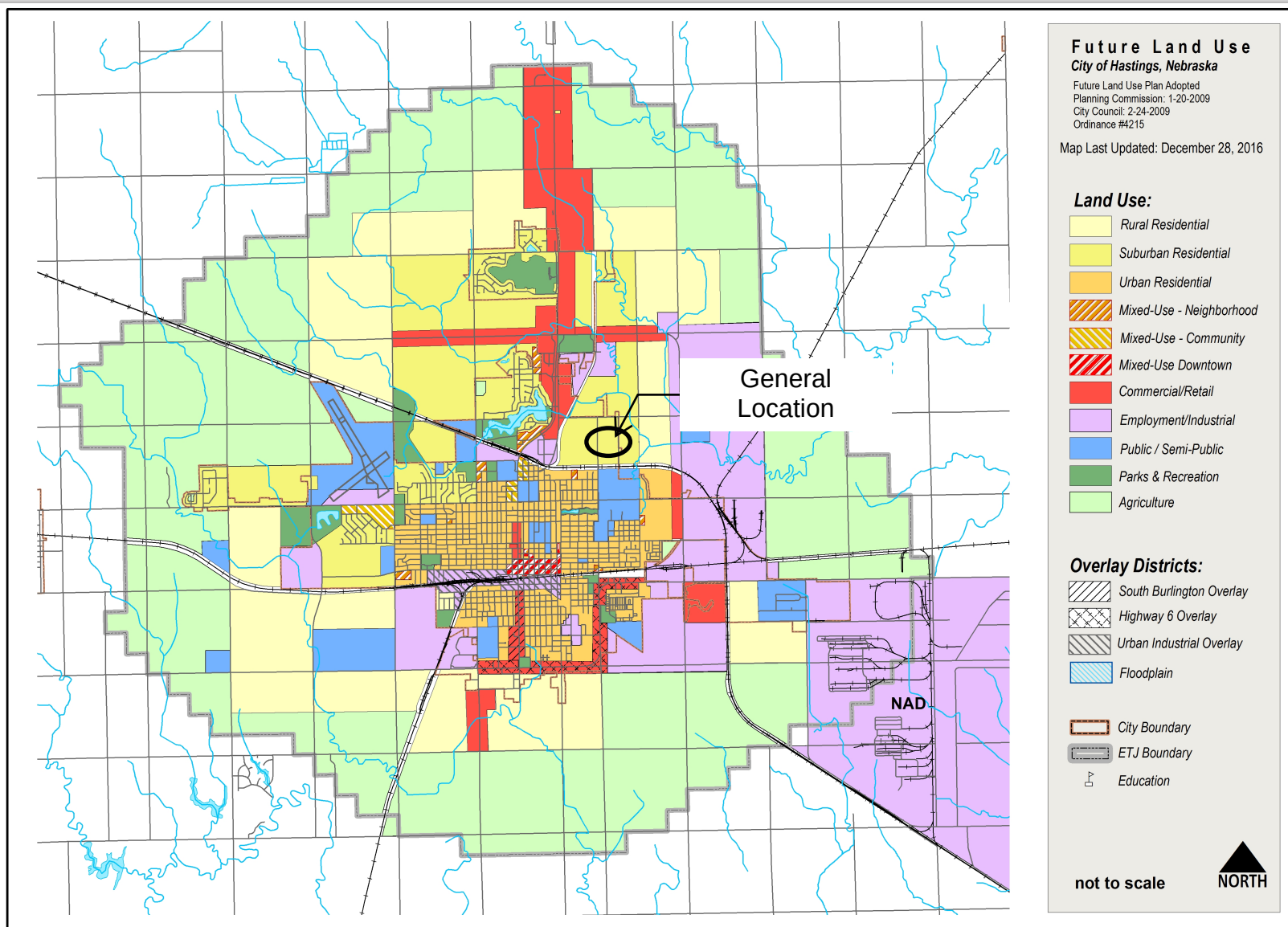


Figure 2.2: Future Land Use Plan

GENERAL REDEVELOPMENT PLAN FOR REDEVELOPMENT AREA #18 APRIL 24, 2024

Purpose of the Plan

The purpose of the General Redevelopment Plan is to serve as a comprehensive guide for implementation of development and redevelopment activities within Redevelopment Area #18 in the City of Hastings, Nebraska. Redevelopment and development activities associated with the Nebraska Community Development Law, State Statutes 18-2101 through 18-2154, should be utilized to promote the general welfare and enhance the tax base, as well as promote economic and social well-being of the Community.

The General Redevelopment Plan prepared by the Hastings Community Redevelopment Authority (CRA) must contain the general planning elements required by Nebraska State Revised Statutes, Section 18-2111 re-issue 2012 items (1) through (6). A description of these items is as follows:

- (1) The boundaries of the redevelopment project area with a map showing the existing uses and condition of the real property therein; (2) a land-use plan showing proposed uses of the area; (3) information showing the standards of population densities, land coverage and building intensities in the area after redevelopment; (4) a statement of the proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, or building codes and ordinances; (5) a site plan of the area; and (6) a statement as to the kind and number of additional public facilities or utilities which will be required to support the new land uses in the area after redevelopment.

Furthermore, the General Redevelopment Plan must further address the items required under Section 18-2113, "Plan; considerations", which the CRA must consider prior to recommending a redevelopment plan to the Planning Commission and City Council for adoption. These "considerations" are defined as follows:

"...whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted and harmonious development of the City and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewage, and other public utilities, schools, parks, recreational and community facilities and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations, or conditions of blight."

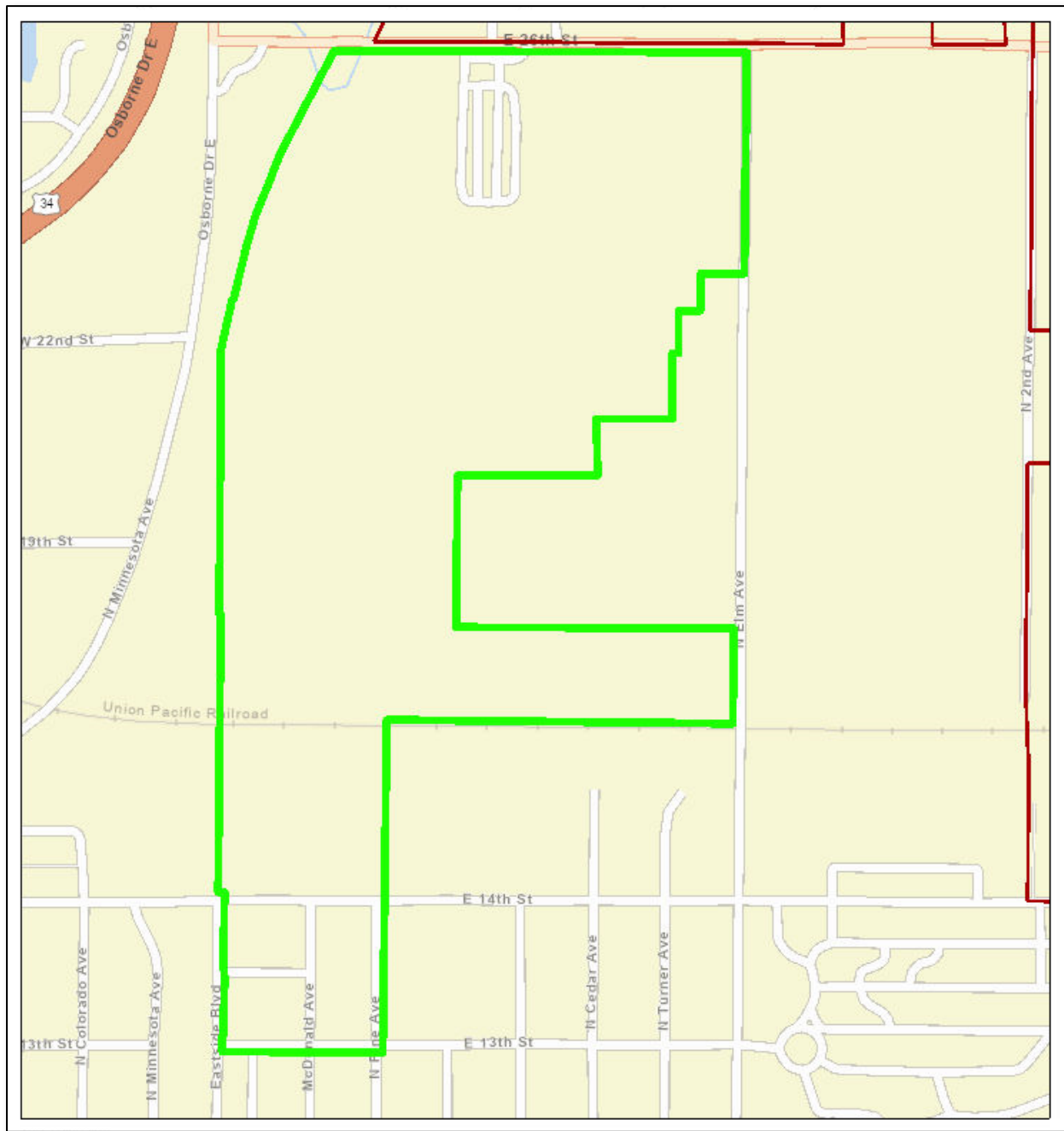
Location.

Redevelopment Area #18 is located in the northeast section of the City of Hastings, Nebraska, generally bounded by East 26th Street to the north, Pioneer Spirit Trail to the west, East 13th Street to the south and North Elm Avenue to the east. The Area is comprised of an estimated 161.57 acres. Key development features in Area #18 include the Hastings Campground and RV Park, three large tracts of undeveloped land, one small track of undeveloped land and one square block of single-family homes. This Redevelopment Area has been identified for future development activities, due to the existence of aging and deteriorating structures, aging and deteriorating sidewalks and streets, pedestrian safety, aging and undersized water mains, and obsolete platting. The referenced Redevelopment Area #18, in the City of Hastings, Nebraska, includes the following Adams County Parcel ID #s:

Parcel ID Numbers Within Proposed Redevelopment Area 18							
010011225	010011315	010011346	010011224	010011313	010011328	010011349	010013899
010011324	010011337	010011338	010014336	010011327	010011319	010011335	010016834
010011332	010011309	010011343	010011312	010011311	010011336	010011342	010016830
010011333	010011334	010011347	010014334	010011316	010011320	010011330	010016832
010011323	010011348	010011345	010014335	010011325	010011322	010011310	010016833
010011331	010011341	010011344	010014457	010011339	010011318	010011329	010011321
010011326	010011340	010011314	010013900	010011317			

The following map (Exhibit 1) and other maps in this Redevelopment Plan identify the entire Redevelopment Area #18 that has been declared blighted and substandard and in need of redevelopment pursuant to this General Redevelopment Plan.

EXHIBIT #1



Project Planning and Implementation Recommendations.

The planning process for Redevelopment Area #18 has resulted in a listing of general planning and implementation recommendations. As discussed in the Blight and Substandard Determination Study, existence of aging and deteriorating structures, aging and deteriorating sidewalks and streets, pedestrian safety, aging and undersized water mains, obsolete platting and the existence of conditions

which endanger life or property by fire or other causes are a sufficient basis for designation of Redevelopment Area #18 as blighted and substandard.

To eliminate blight and substandard conditions and enhance private development and redevelopment activities within Redevelopment Area #18, the City of Hastings will need to consider the following general development/redevelopment initiatives. Tax Increment Financing (TIF) will need to be considered as a tool to assist in financing both development and redevelopment projects. Micro TIF, or the expedited review of smaller, single redevelopment projects should be adopted by City Council resolution and utilized in the Redevelopment Area.

General Development/Redevelopment Initiatives.

- Create an “Economic Development Initiative” for Redevelopment Area #18 directed at increasing the property tax base. Utilize TIF, Micro-TIF, the Rural Workforce Housing Fund and other available sources of economic development funding, including State, Federal and Private Foundation Grants, as well as private investment, for the expansion of existing and the development of new residential uses in the Area in conformance with the City’s *Comprehensive Development Plan* and current *Zoning Regulations*, pending changes or amendments to both documents.
- Develop public and private partnerships with funding entities and property developers to attract residential, and commercial development to Redevelopment Area #18. Partnerships can include, but are not limited to the Hastings Economic Development Corporation, Hastings Area Chamber of Commerce, Hastings Community Redevelopment Authority (CRA), Housing Development Corporation, Hastings Housing Authority and South-Central Economic Development District. Utilize the Hastings Comprehensive Development Plan, Hastings 2021 Housing Needs Assessment and any other local, relevant planning documents to provide direction for Community development projects.
- Promote the development of undeveloped land areas within the Redevelopment Area, targeting tracts of land that are currently both functionally and economically obsolete. Large, undeveloped tracts of land in Redevelopment Area #18 should be planned for selected mixed uses of commercial and residential development. Modern street and water/sewer systems should be in place to allow for development to occur.
- Through the CRA, acquire dilapidated and functionally and economically obsolescent buildings or land within the Redevelopment Area and retain or hold these tracts for future development.

Infrastructure & Utility Systems Initiatives.

- Replace, as needed, deteriorated, dilapidated and undersized municipal water, sewer and storm sewer mains throughout Redevelopment Area #18, to support both existing and new residential developments.
- Work with developers to install modern water, storm sewer, sanitary sewer and transportation systems in undeveloped tracts of land in Redevelopment Area #18 to support future development opportunities.

- Establish a program to improve the existing sidewalks, streets, street lighting, landscaping, private driveways, and access roads in the Area, identified as being in a state of deterioration and in substandard condition.

Implementation.

Both a time line and budget should be developed for the implementation of this General Redevelopment Plan. Each of these processes should be designed in conformance with the resources and time available by the city. A reasonable time-line to complete the redevelopment activities identified in the Plan would be 10 to 15 years.

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed development and redevelopment activities. These include local and federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF and Micro-TIF for development and redevelopment projects in Redevelopment Area #18 is deemed to be an essential and integral element. The use of TIF and Micro-TIF in connection with such projects is contemplated by this General Redevelopment Plan and such designation and use of TIF will not constitute a substantial modification to the Plan.

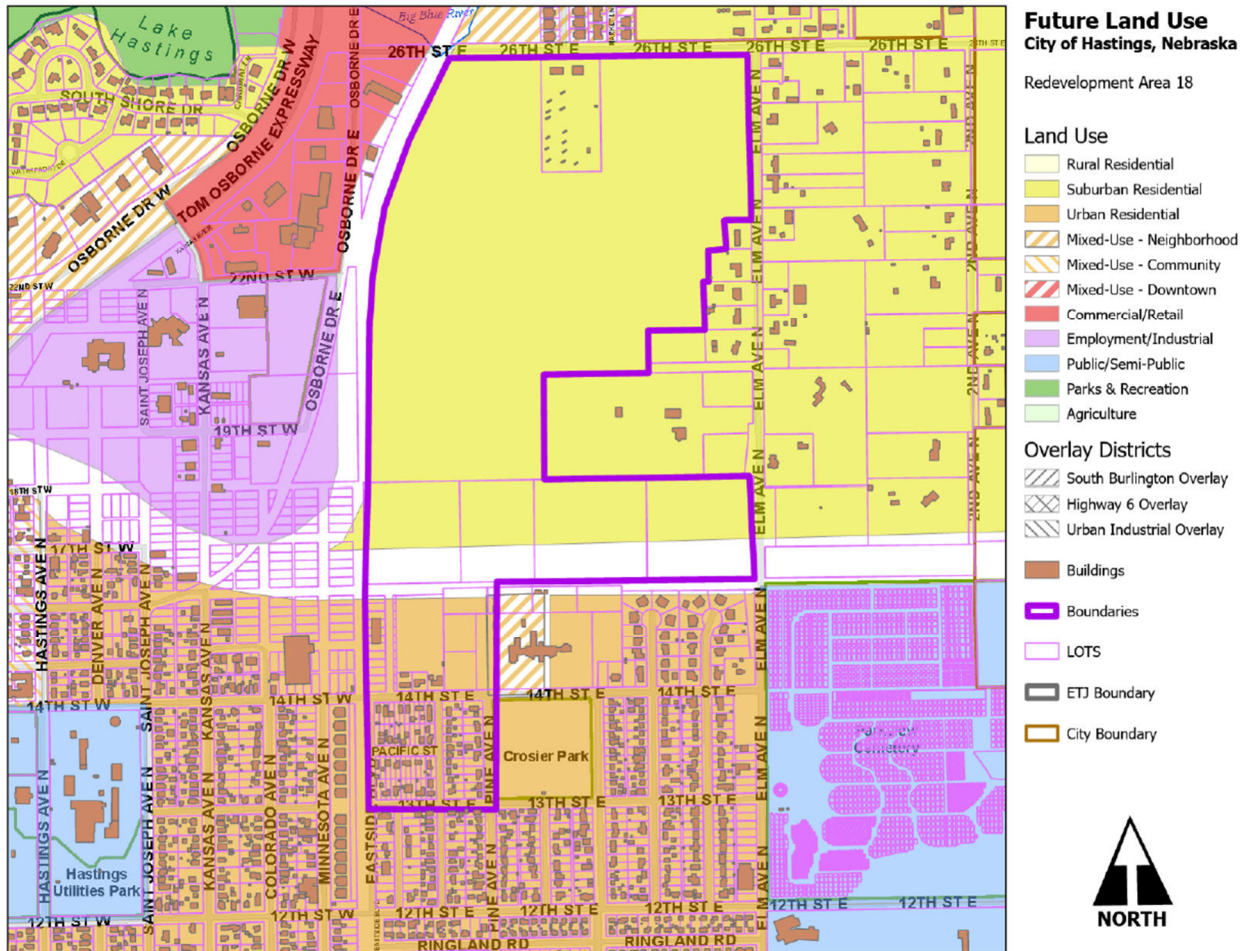
The City agrees, when approving this General Redevelopment Plan, to the utilization of TIF for appropriate development and redevelopment projects and agrees to pledge the taxes generated from such projects for such purposes in accordance with the Act. Any redevelopment project receiving TIF is subject to a Cost Benefit Analysis to determine if the project would be economically feasible without the use of TIF and whether the project would occur in the area without the use of TIF.

1. Land Use Patterns.

In general, the Redevelopment Area consists of single-family homes, a developed commercial campground and undeveloped land. The substandard and blight study identified properties and structures classified as being in deteriorating condition or dilapidated. The irregular tracts of undeveloped land are ideally suited for future residential and commercial development.

Exhibit #2, Future Land Use Map, represents the land use density and coverage, as well as a general site plan for Redevelopment Area #18. The *Hastings Comprehensive Plan* and Future Land Use Map promote the Area to support a mix of residential and commercial development. This General Redevelopment Plan recommends that future commercial and single-family residential land uses be buffered with multifamily residential development.

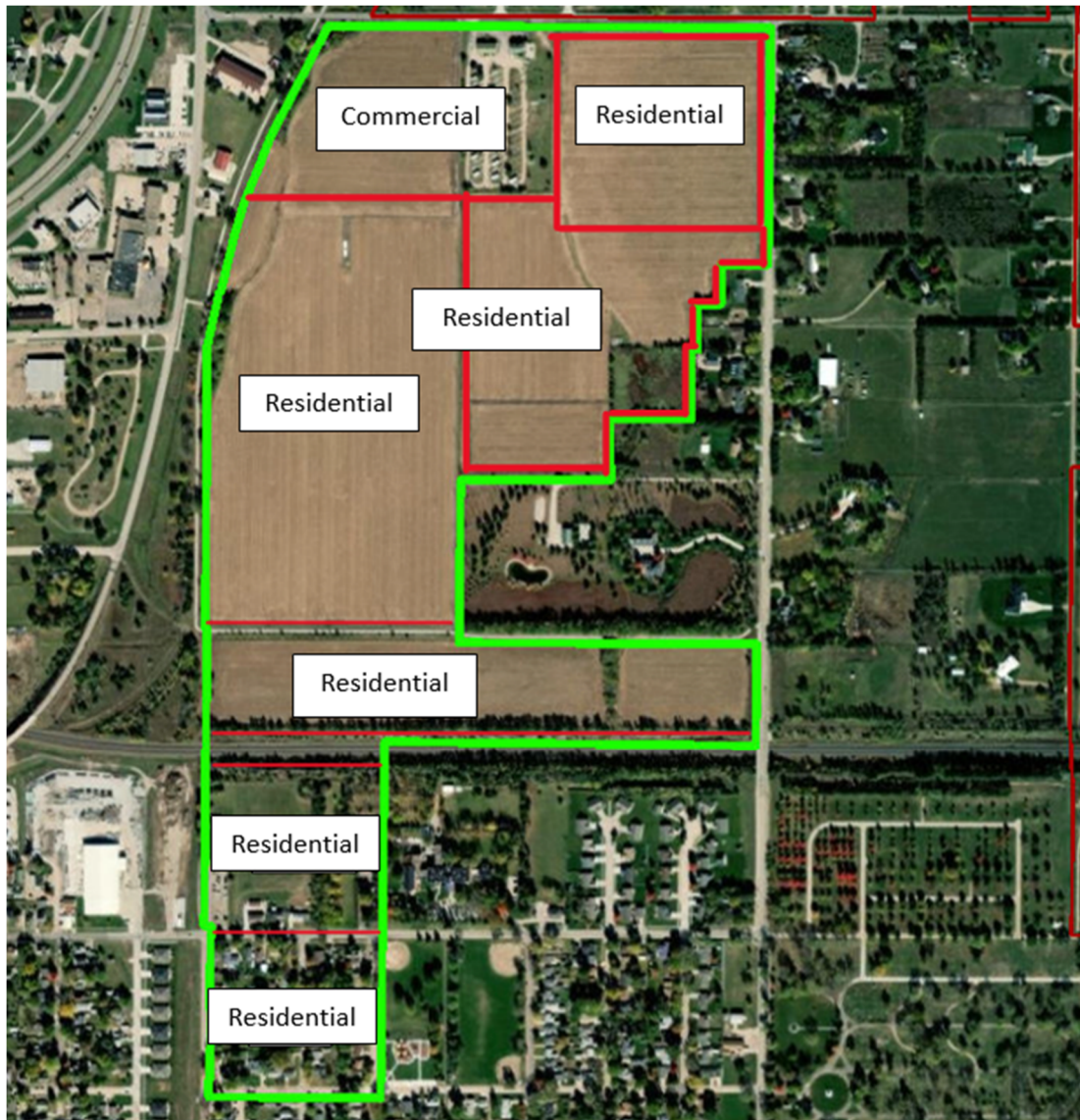
FUTURE LAND USE MAP – EXHIBIT #2



2. Future Zoning Districts.

The recommended Future Zoning Map for Redevelopment Area #18 is identified in Exhibit #3. The land within Area #18 will most likely be required to be rezoned and subdivided to meet the needs of the community and to reach the highest and best use for the property. In addition to complying with the City's adopted Comprehensive Plan's Future Land Use Map and applicable policies, the redevelopment should meet sound engineering and planning principles, match the general character of the surrounding areas, and provide quality residential uses that help address the City's affordable housing needs.

FUTURE ZONING MAP – EXHIBIT #3



3. Recommended Public Improvements.

The primary purpose of a Redevelopment Plan is to allow for the use of public financing in a specific area. This public financing is planned and implemented to serve as a "first step" for public improvements and encourage private development within the Redevelopment Area. The most common form of public improvements occurs with infrastructure, specifically streets, water, sanitary sewer and storm sewer systems, sidewalks, open space and recreational uses. The primary infrastructure concerns in the Redevelopment Area are the need to monitor utility and infrastructure systems in order to make repairs or replacement as these systems continue to age, as well as by expansion of modern infrastructure to undeveloped land areas.

The Blight and Substandard Determination Study focused on the condition of existing structures and sites, as well as improvement needs for deteriorated and dilapidated infrastructure systems to service

developed and undeveloped land throughout the Redevelopment Area. It is recommended that the City of Hastings work closely with developers to ensure that future public roads and private driveways and parking areas within the Redevelopment Area #18 are constructed in conformance with City development standards. New or redeveloped streets, sidewalks, alleys, and privately owned water and sewer service lines should be designed to meet the provisions of the Subdivision Regulations of Hastings.

Conclusions.

A successful Redevelopment Plan for Redevelopment Area #18 should guide redevelopment and development opportunities, while supporting adjacent uses. New construction should be compatible with similar materials exhibited by existing structures within, and adjacent to the Redevelopment Area.

The Hastings CRA and the City of Hastings should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in Redevelopment Area #18. Prior to transportation network improvements, the City and the CRA should develop a plan to accommodate efficient infrastructure development and improvements.

This General Redevelopment Plan addresses numerous community and economic development activities for Redevelopment Area #18, in Hastings, Nebraska. The major components of this General Redevelopment Plan will be accomplished as individual projects; however, a comprehensive redevelopment effort is recommended. Just as the redevelopment efforts should be tied together, so should the funding sources to ensure a complete project. The use of state and federal monies, local equity and tax incentives coupled with private funding sources, can be combined for a realistic and feasible funding package. The following provides a summary listing of the types of funding to assist in implementing this General Redevelopment Plan.

Public Funding Sources

Tax Increment Financing

LB 840, LB 1240

Historic Preservation Tax Credits (State & Federal)

Low Income Housing Tax Credits

Sales Tax

Community Development Block Grants - Re-Use Funds

HOME Funds

Nebraska Affordable Housing Trust Fund

Rural Workforce Housing Investment Fund

Community Development Assistance Act

Intermodal Surface Transportation Efficiency Act

Small Business Administration-Micro Loans

Local Lender Financing

Owner Equity

Donations and Contributions

CITY OF HASTINGS, NEBRASKA

Blight & Substandard Study – Proposed Redevelopment Area 18

Bobbi Pettit, AICP

February 13, 2024



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PROPOSED REDEVELOPMENT AREA 18

BLIGHT & SUBSTANDARD STUDY

COMMUNITY REDEVELOPMENT LAW

The State of Nebraska has established Community Redevelopment Law to correct conditions of blight within the State's municipalities and provide guidance for remedying conditions of blight, thereby encouraging redevelopment projects to take place in areas that would be considered otherwise undevelopable.

(NRS 18-2102):

It is hereby found and declared that there exist in cities of all classes and villages of this state areas which have deteriorated and become substandard and blighted because of the unsafe, insanitary, inadequate, or overcrowded condition of the dwellings therein, or because of inadequate planning of the area, or excessive land coverage by the buildings thereon, or the lack of proper light and air and open space, or because of the defective design and arrangement of the buildings thereon, or faulty street or lot layout, or congested traffic conditions, or economically or socially undesirable land uses.

Such conditions or a combination of some or all of them have resulted and will continue to result in making such areas economic or social liabilities harmful to the social and economic well-being of the entire communities in which they exist, needlessly increasing public expenditures, imposing onerous municipal burdens, decreasing the tax base, reducing tax revenue, substantially impairing or arresting the sound growth of municipalities, aggravating traffic problems, substantially impairing or arresting the elimination of traffic hazards and the improvement of traffic facilities, and depreciating general community-wide values.

The existence of such areas contributes substantially and increasingly to the spread of disease and crime, necessitating excessive and disproportionate expenditures of public funds for the preservation of the public health and safety, for crime prevention, correction, prosecution, punishment, and the treatment of juvenile delinquency, and for the maintenance of adequate police, fire, and accident protection and other public services and facilities. These conditions are beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids herein provided. The elimination of such conditions and the acquisition and preparation of land in or necessary to the renewal of substandard and blighted areas and its sale or lease for development or redevelopment in accordance with general plans and redevelopment plans of communities and any assistance which may be given by any state public body in connection therewith are public uses and purposes for which public money may be expended and private property acquired. The necessity in the public interest for the provisions of the Community Development Law is hereby declared to be a matter of legislative determination.

It is further found and declared that the prevention and elimination of blight is a matter of state policy, public interest, and statewide concern and within the powers and authority inhering in and reserved to the state, in order that the state and its municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of their revenue.

It is further found and declared that certain substandard and blighted areas, or portions thereof, may require acquisition, clearance, and disposition, subject to use restrictions, as provided in the Community Development Law, since the prevailing conditions of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in the Community Development Law, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils, hereinbefore enumerated, may be eliminated, remedied, or prevented; and that salvageable substandard and blighted areas can be conserved and rehabilitated through appropriate public action and the cooperation and voluntary action of the owners and tenants of property in such areas.

PURPOSE

The purpose of the study is to assist in following the guidance set forth by the Nebraska State Legislature regarding the definition of blighted and substandard and to identify new target areas in the community for redevelopment and workforce housing development and to propose a general redevelopment plan for these areas.

The area in question was compared to the definition of a substandard and blighted area as defined by Nebraska Revised Statute 18-2103.31, which explicitly defines a substandard area as:

[A]n area in which there is a predominance of buildings or improvements, whether non-residential or residential in character, which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, (which cannot be remedied through construction of prisons), and is detrimental to the public health, safety, morals, or welfare;

Section 18-2103:03 also defines a blighted area as:

[A]n area, which (a) by reason of the presence of a substantial number of deteriorated or deteriorating structures, existence of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use and (b) in which there is at least one of the following conditions: (i) Unemployment in the designated area is at least one hundred twenty percent of the state or national average; (ii) the average age of the residential or commercial units in the area is at least forty years; (iii) more than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time; (iv) the per capita income of the area is lower than the average per capita income of the city or village in which the area is designated; or (v) the area has had either stable or decreasing population based on the last two decennial censuses.

Section 18-2103:03 also states the amount of area that a city can designate as blighted and substandard. Thus, Hastings, a city of the first class, shall not declare more than 35% of the land within the city's corporate limits as blighted & substandard, and in need of redevelopment:

In no event shall a city of the metropolitan, primary, or first class designate more than thirty-five percent of the city as blighted, a city of the second class shall not designate an area larger than fifty percent of the city as blighted, and a village shall not designate an area larger than one hundred percent of the village as blighted.

IDENTIFICATION OF PROPOSED REDEVELOPMENT AREA 18

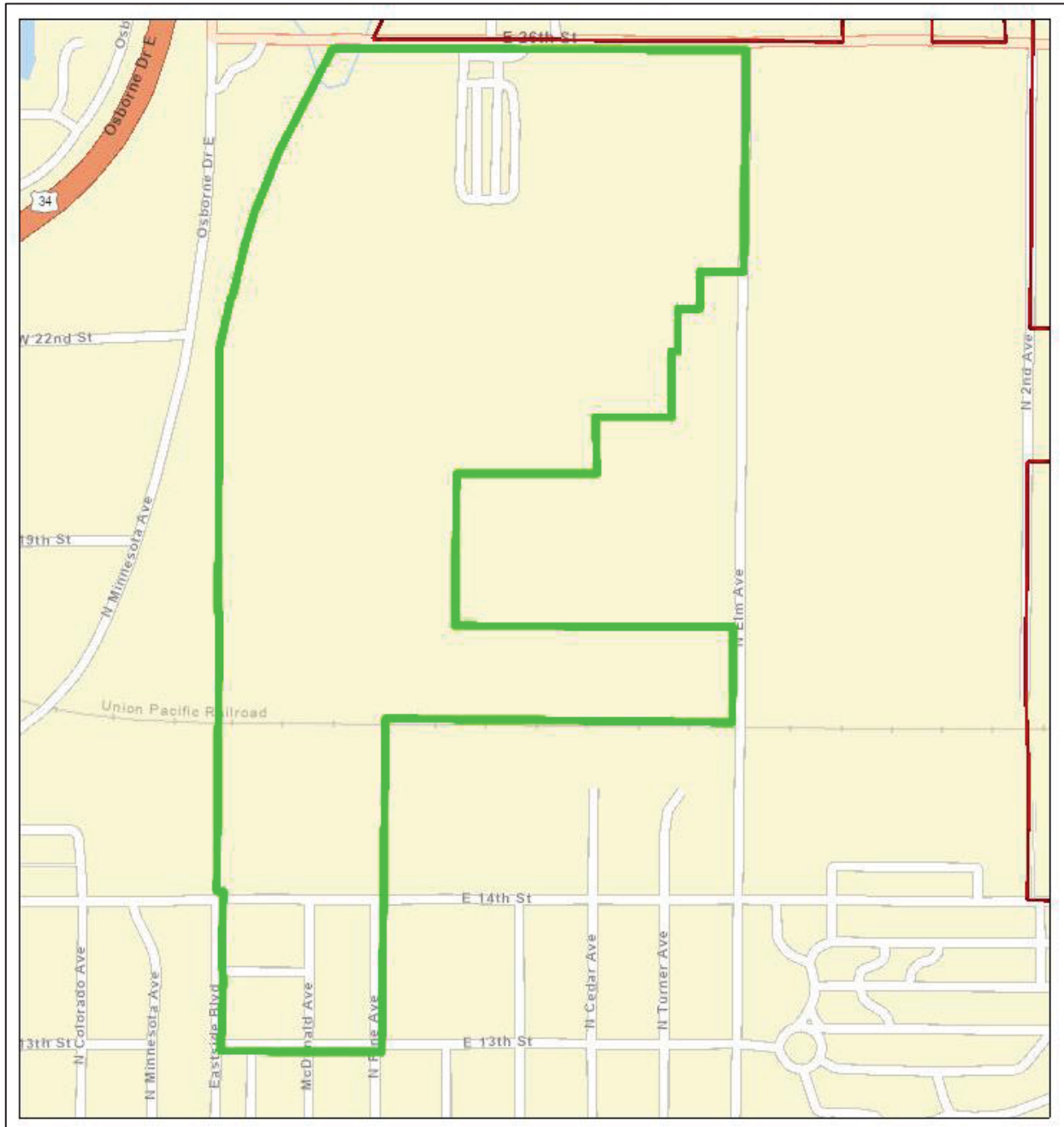
Area Description:

Hastings Proposed Redevelopment Area 18 encompasses approximately 161.57 acres and is described as follows:

From a point beginning at the northwest corner of Parcel ID (PID) #010011396, then moving north along the eastern right-of-way (ROW) line of North Pine Avenue and then continuing north in a straight line beyond the northern ROW line of East 4th Street until reaching the northern ROW line of Union Pacific Railroad, then moving east along the northern ROW line of Union Pacific Railroad until reaching the western ROW line of North Elm Avenue, then moving north along the west ROW line of North Elm Avenue until reaching the northeast corner of PID #010016830, then moving west in a straight line until reaching a point on the northern property line of PID #010016832 directly south of the southwest corner of PID #010013906, then moving north until reaching the northwest corner of PID #010013906, then moving east until reaching a point on the northern property line of PID #010013906 directly south of the southwest corner of PID #010013903, then moving north in a straight line until reaching the northwest corner of PID #010013903, then moving east until reaching the southwest corner of PID #010013902, then moving north in a straight line until reaching the northwest corner of PID #010013904, then moving east until reaching the southwest corner of PID #010013901, then moving north until reaching the northwest corner of PID #010013901, then moving east until reaching the southwest corner of PID #010017658, then moving north until reaching the northwest corner of PID #010017658, then moving east until reaching the northeast corner of PID #010017658, then moving north along the western ROW line of North Elm Avenue until reaching the northeast corner of PID #010013900, then moving west along the southern ROW line of East 26th Street until reaching the northwest corner of PID #010013899, then moving south along the western property line of PID #010013899 and continuing south in a straight line beyond the southwestern corner of PID #010013899 until reaching the northern ROW line of East 14th Street, then moving east along the northern ROW line of East 14th Street until reaching a point on the northern ROW line directly north of the northwest corner of PID #010011326, then moving south along the eastern ROW line of Eastside Boulevard until reaching the northwestern corner of PID #010011363, then moving east along the southern ROW line of East 13th Street until reaching the northwest corner of PID #010011396, which is the point of beginning, approximately 161.57 acres.

Parcel ID Numbers Within Proposed Redevelopment Area 18							
010011225	010011315	010011346	010011224	010011313	010011328	010011349	010013899
010011324	010011337	010011338	010014336	010011327	010011319	010011335	010016834
010011332	010011309	010011343	010011312	010011311	010011336	010011342	010016830
010011333	010011334	010011347	010014334	010011316	010011320	010011330	010016832
010011323	010011348	010011345	010014335	010011325	010011322	010011310	010016833
010011331	010011341	010011344	010014457	010011339	010011318	010011329	010011321
010011326	010011340	010011314	010013900	010011317			

Area Map:



BLIGHT & SUBSTANDARD CRITERIA

SUBSTANDARD CRITERIA

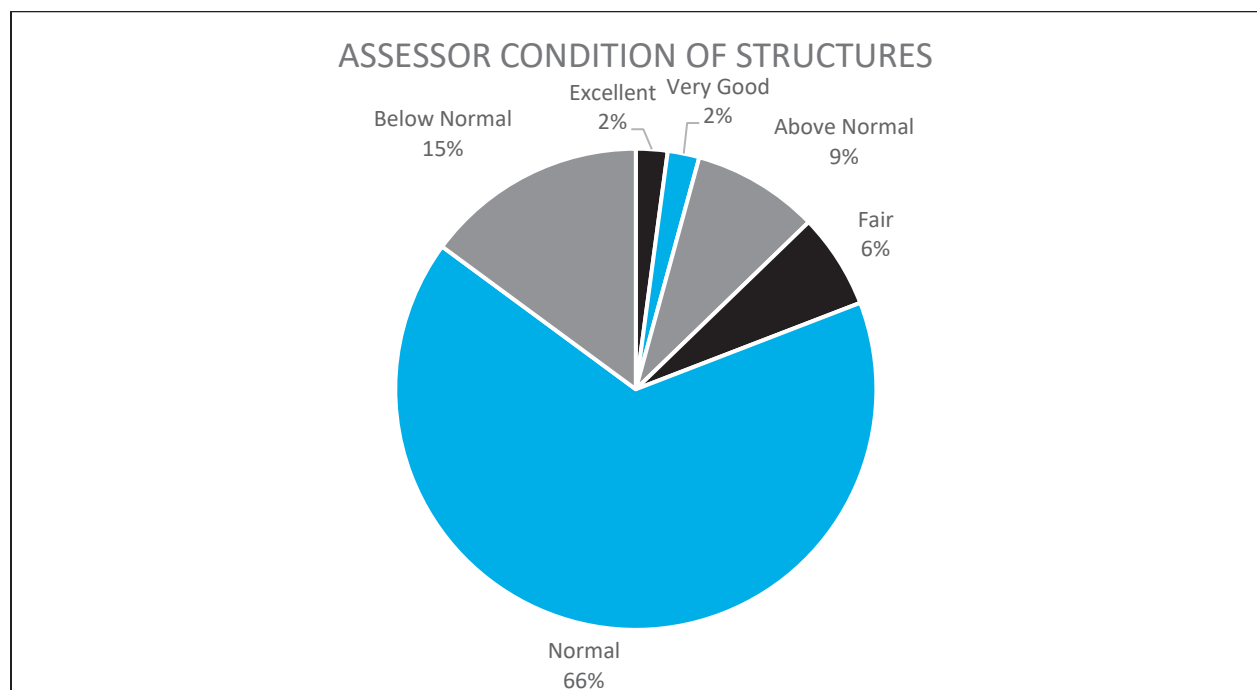
An area with the presence of any combination of such factors can be deemed substandard:

1. Dilapidation;
2. Deterioration;
3. Age or Obsolescence;
4. Conditions that endanger life or property by fire and other causes;
5. Inadequate provision for ventilation, light, air, sanitation, or open spaces; and
6. High density of population or overcrowding.

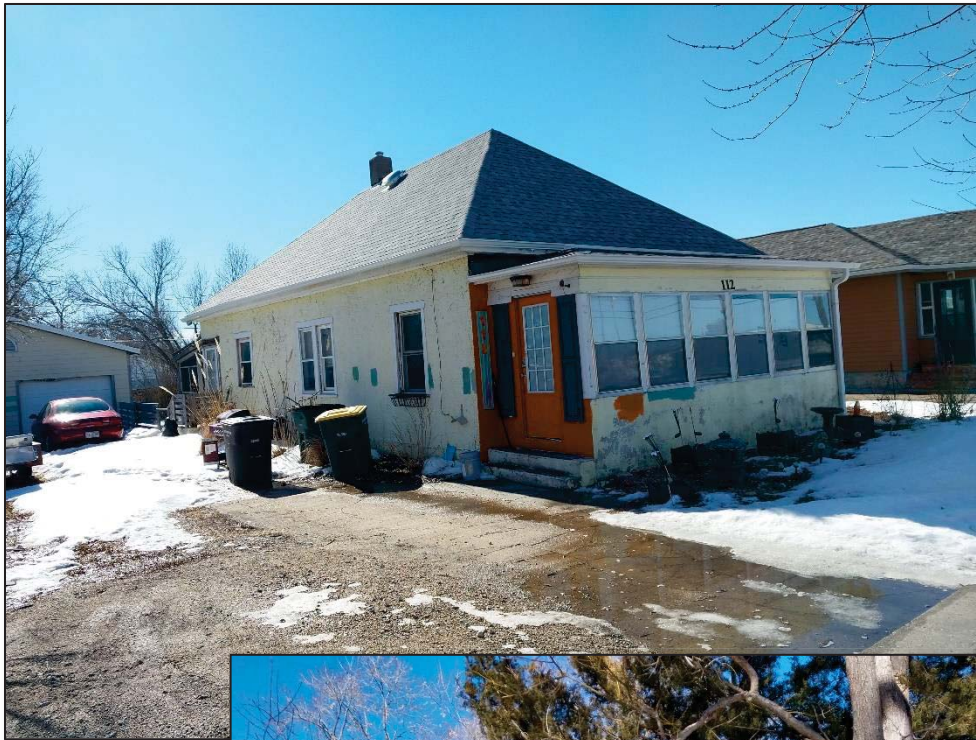
Dilapidation:

Condition of Structures

The Adams County Assessor provides a condition rating for the residential structures in Adams County ranging from Below Normal to Excellent. Based on the information collected from Hastings County Assessor property records (gis.adamscounty.org), the condition of more than **15% of the structures** in Proposed Redevelopment Area 18 is rated as having “Below Normal” condition. To be considered substantial, the percentage of dilapidated structures must be at least 10% of the total number of structures. Thus, 15% deteriorated structures meets the criteria of deterioration. Structures classified as Below Normal were considered deteriorated. Examples of dilapidated structures located within the proposed redevelopment area are shown on the following page. The photos displayed on the following page were taken in January 2024.



Examples of deteriorated/dilapidated structures are displayed below.

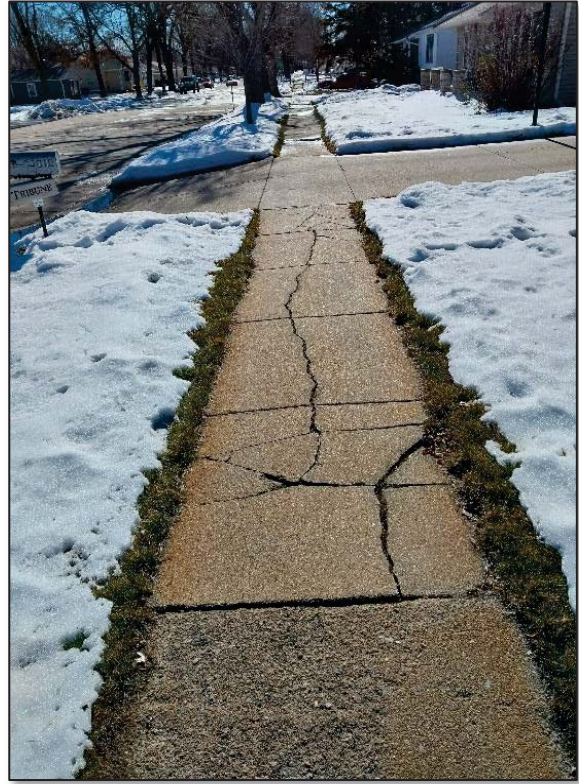


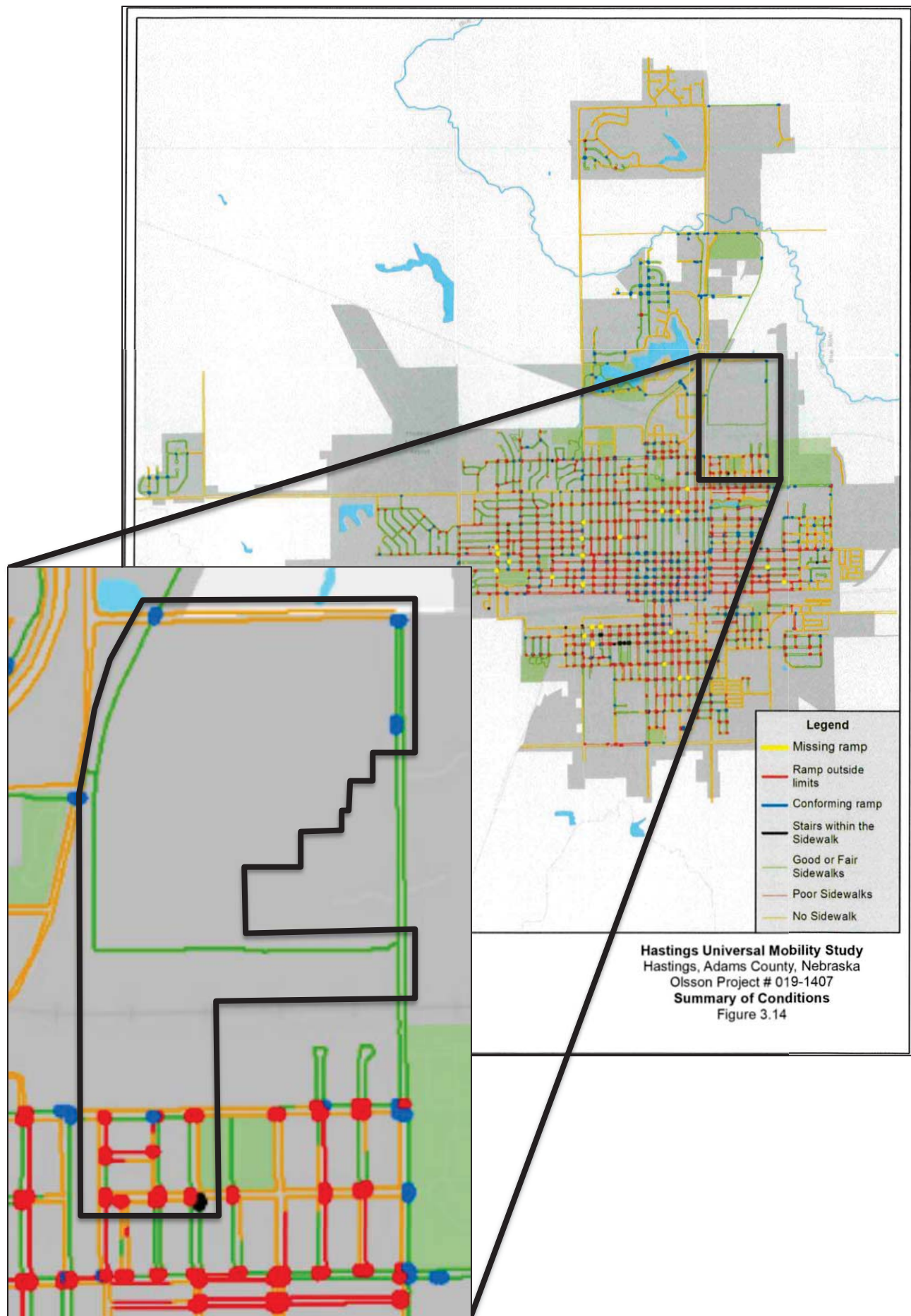
Deterioration:

Sidewalks and Streets

The sidewalks within Proposed Redevelopment Area 18 are showing signs of deterioration. In many places within Proposed Redevelopment Area 18, the sidewalks are either lacking or there are fractures in the concrete. The streets within Proposed Redevelopment Area 18 have also exhibited signs of deterioration. This can be caused by the expansion of moisture as the temperatures freeze and fluctuate. The sidewalks within Proposed Redevelopment Area 18 have also experienced deterioration resulting from the growth of trees next to the sidewalk, displacing the concrete panels of the sidewalk. As displayed by the map on page 13, taken from the *Hastings Barriers to Universal Mobility* prepared in 2019, there are segments of sidewalks that are either lacking or are in Poor Condition as represented by orange and red respectively. This document defines sidewalks in poor condition as exhibiting “cracking and/or displacement of the slabs that would inhibit the use of a wheelchair or potentially become a trip hazard” (p. 19).

Examples of deterioration along the sidewalks and streets within Proposed Redevelopment Area 18 are displayed by the photos on the following page:





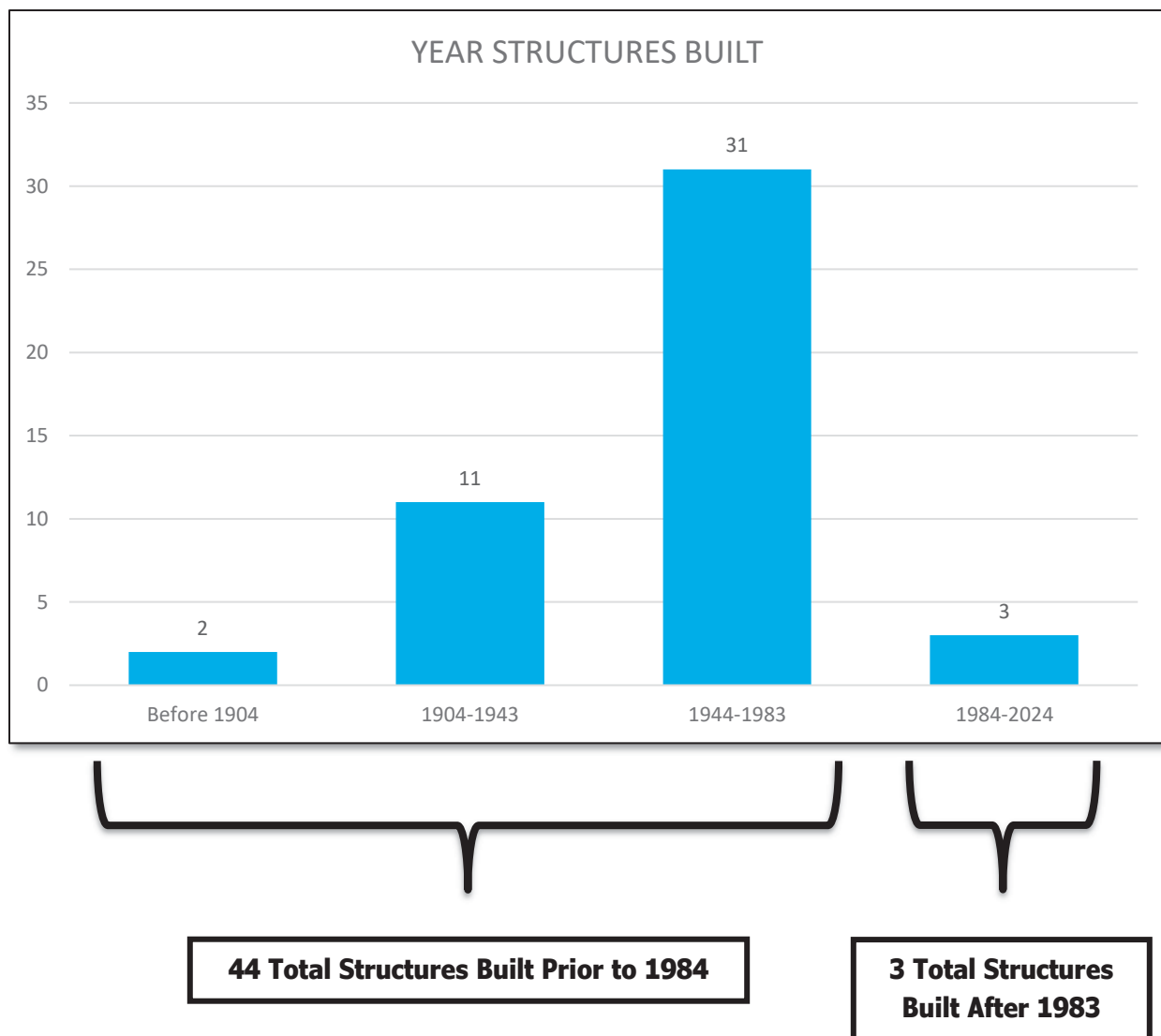
Streets



Age or Obsolescence:

Age of Structures

To be considered aged, the average age of structures within the proposed redevelopment area must be at least 40 years old. Most of the structures within Proposed Redevelopment Area 18 were built prior to 1980. The average age of the structures in Proposed Redevelopment Area 18 is 74 years old. This means that the average year of construction for the structures within this redevelopment area is 1950. Because the average age of buildings in Proposed Redevelopment Area 18 is more than 40 years old (built prior to 1984), these structures are considered aged.



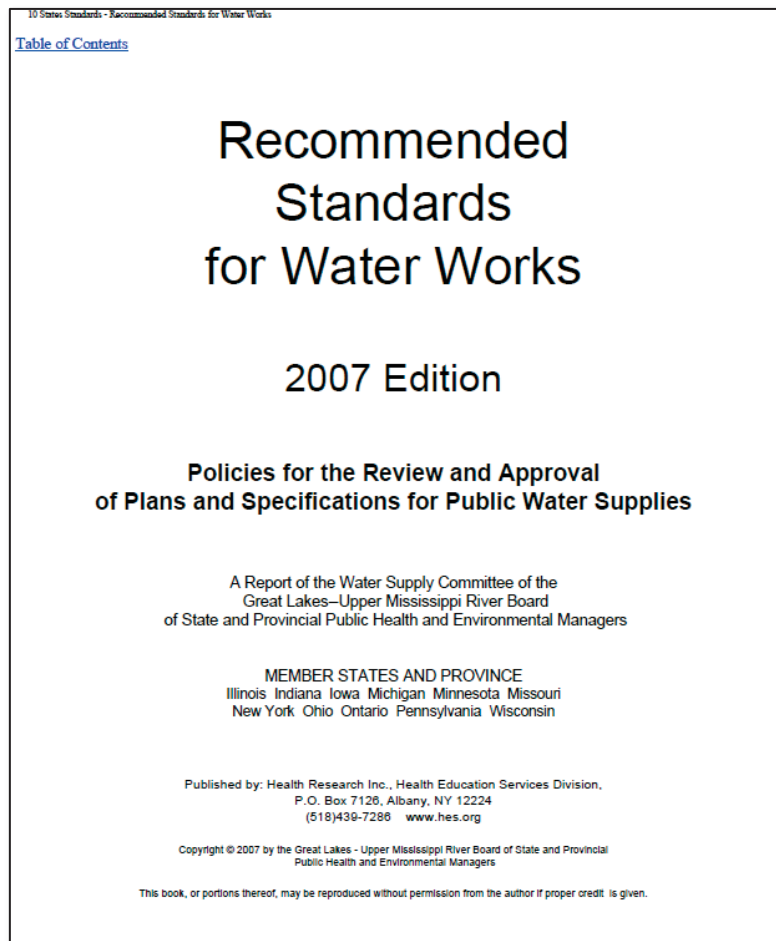
Size of Water Mains

Recommended Standards for Water Works is a document that was created in 1953 and is continuously updated. The document provides best practices for public water systems and is commonly relied upon by the civil engineering profession. According to the latest revision, the recommended minimum size of a water main must be no less than 6" in diameter to provide adequate fire protection.

The image on the following page is provided by the City of Hastings and is taken from the city water system map. This map shows the presence of water mains that were previously installed within Proposed Redevelopment Area 18 that have a diameter of 4". These water mains are highlighted in purple in the utility map on the following page.

Also included is the outline of Proposed Redevelopment Area 18 to show the obsolete water lines within the redevelopment area.

Water mains that are 4" are smaller than the recommendation of 6". Therefore, the size of these mains would be considered obsolete by current development standards and practices.



8.2.2 Diameter

The minimum size of water main which provides for fire protection and serving fire hydrants shall be six-inch diameter. Larger size mains will be required if necessary to allow the withdrawal of the required fire flow while maintaining the minimum residual pressure specified in [Section 8.1.1](#).

The minimum size of water main in the distribution system where fire protection is not to be provided should be a minimum of three (3) inch diameter. Any departure from minimum requirements shall be justified by hydraulic analysis and future water use, and can be considered only in special circumstances.

Proposed Redevelopment Area 18 4" Water Mains



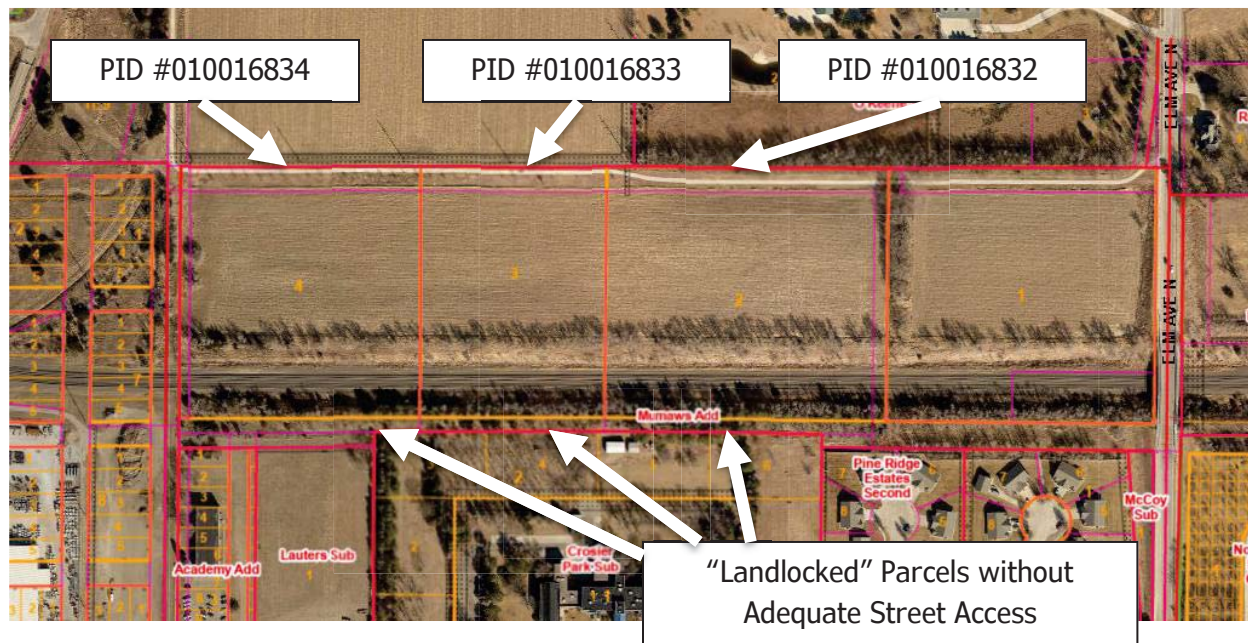
Obsolete Platting

According to the Nebraska Revised Statutes (NRS) 9-916, parcels of land are located within Proposed Redevelopment Area 18 that were platted through methods that are currently considered obsolete.

Per NRS 19-916:

The local legislative body shall have power by ordinance to provide the manner, plan, or method by which land within the corporate limits of any such municipality, or land within the area designated by... a city of the second class or village pursuant to subsection (1) of section 17-1002, may be subdivided, platted, or laid out, including a plan or system for the avenues, streets, or alleys to be laid out within or across such land, and to compel the owners of any such land that are subdividing, platting, or laying out such land to conform to the requirements of the ordinance and to lay out and dedicate the avenues, streets, and alleys in accordance with the ordinance as provided in sections 16-901 to 16-905 and sections 17-1001 to 17-1004.

The image below displays “landlocked” parcels that were platted in the City of Hastings that do not have adequate street access or rights of way (Parcel ID #010016834, #010016833, #010016832). As displayed by the map taken from the Adams County Land Use GIS website (gis.adamscounty.org/map/landuse/), this parcel is prevented from street right-of-way access and must be replatted to facilitate further development in the area.



Conditions that endanger life or property by fire and other causes:

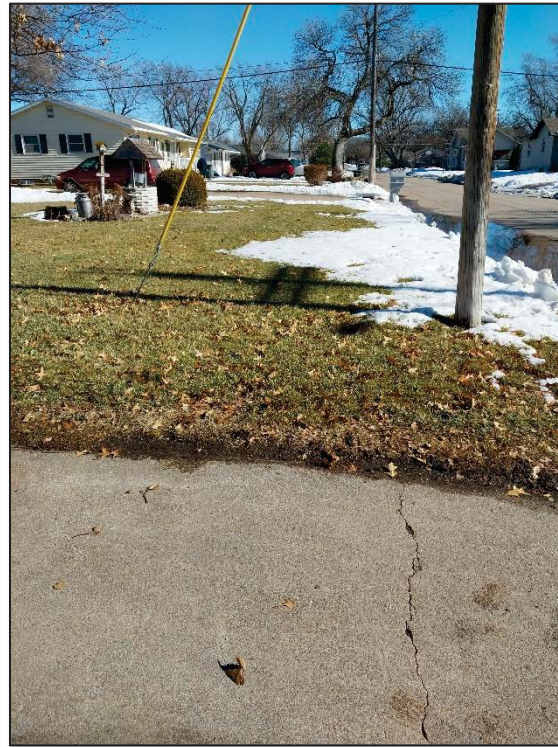
Fire Protection

Recommended Standards for Water Works recommends that to provide adequate fire protection, the minimum size of a water main must be no less than six inches in diameter. As noted in the previous section, Proposed Redevelopment Area 18 lacks an adequate water main distribution system that meets the minimum six-inch requirement for adequate protection. Therefore, conditions also exist within the proposed area that may damage property by fire.

Pedestrian Safety

Additionally, as mentioned previously in the Deterioration section of this study, the sidewalk system within Proposed Redevelopment Area 18 is inconsistent and offers little safe refuge for pedestrian transportation. There are segments of street that are lacking sidewalks and segments of existing sidewalks that are significantly deteriorated. Examples of the inadequate sidewalk system within Proposed Redevelopment Area 18 are shown by the photos on the following page.

Examples of deteriorated sidewalks or street lengths lacking sidewalks:



Inadequate provision for ventilation, light, air, sanitation, or open spaces:

This factor is not a substantial factor within Proposed Redevelopment area 18.

High density of population or overcrowding:

This factor is not a substantial factor within Proposed Redevelopment Area 18.

SUBSTANDARD CONCLUSION

Substandard Factors Present

Four out of six substandard factors are substantial within *Proposed Redevelopment Area 18*.

Substandard Criteria	Area 18
Dilapidation	X
Deterioration	X
Age or Obsolescence	X
Conditions that endanger life or property by fire and other causes	X
Inadequate provision for ventilation, light, air, sanitation, or open spaces	
High density of population or overcrowding	

Substandard Determination

Proposed Redevelopment Area 18 meets the definition of a substandard area in need of redevelopment projects that should be completed and encouraged by the Hastings Planning Commission, Hastings City Council, and Community Redevelopment Authority.

BLIGHT CRITERIA

In accordance with Community Redevelopment Law, a blighted area must have a strong presence of the following factors:

Subjective Factors are defined as any combination of:

1. Substantial number of deteriorated or deteriorating structures;
2. Deterioration of site or other improvements;
3. Existence of defective or inadequate street layout;
4. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
5. Improper subdivision or obsolete platting;
6. Insanitary or unsafe conditions;
7. Diversity of ownership;
8. Tax or special assessment delinquency exceeding the fair value of the land;
9. Defective or unusual conditions of title; and
10. Existence of conditions that endanger life or property by fire and other causes.

Objective Factors are identified as at least one of the following factors:

1. Unemployment in the redevelopment area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time;
4. The per capita income of the area is lower than the average per capita income of the city in which the redevelopment area is located; and the
5. Area has had either stable or decreasing population based on the last two decennial censuses.

Subjective Factors:

Substantial number of deteriorated or deteriorating structures:

As described in the substandard portion of this study, the Adams County Assessor website (gis.adamscounty.org) classified the structures in Adams County on a scale ranging from “Below Normal” to “Excellent”. 15% of the structures within Proposed Redevelopment Area 18 were classified as “Below Normal” and were considered to be deteriorated. To be considered a substantial factor, the number of deteriorated structures must be at least 10% of the total number of structures. Thus, with 15% of structures considered deteriorated, Proposed Redevelopment Area 18 meets the criteria to be considered substantial.

Deterioration of site or other improvements:

Streets & Sidewalks

As mentioned previously in the substandard portion of this study, the sidewalks and the streets within Proposed Redevelopment Area 18 display deterioration. In multiple locations, the sidewalks and the streets have fractured as moisture has expanded as the temperatures have fluctuated over the years. There are also locations where the sidewalk concrete panels have been displaced as the nearby trees have grown.

Existence of defective or inadequate street layout:

Properties located within Proposed Redevelopment Area 18 were not properly platted to preserve right of way that would enable these properties to be developed with adequate street access. Lack of proper connectivity and public access will negatively impact these potential neighborhoods. Without intervention, these will continue to be underdeveloped.

Per NRS 19-916:

The local legislative body shall have power by ordinance to provide the manner, plan, or method by which land within the corporate limits of any such municipality, or land within the area designated by... a city of the second class or village pursuant to subsection (1) of section 17-1002, may be subdivided, platted, or laid out, including a plan or system for the avenues, streets, or alleys to be laid out within or across such land, and to compel the owners of any such land that are subdividing, platting, or laying out such land to conform to the requirements of the ordinance and to lay out and dedicate the avenues, streets, and alleys in accordance with the ordinance as provided in sections 16-901 to 16-905 and sections 17-1001 to 17-1004.

The maps below document instances of inadequate platting and obsolete platting in Proposed Redevelopment Area 18.



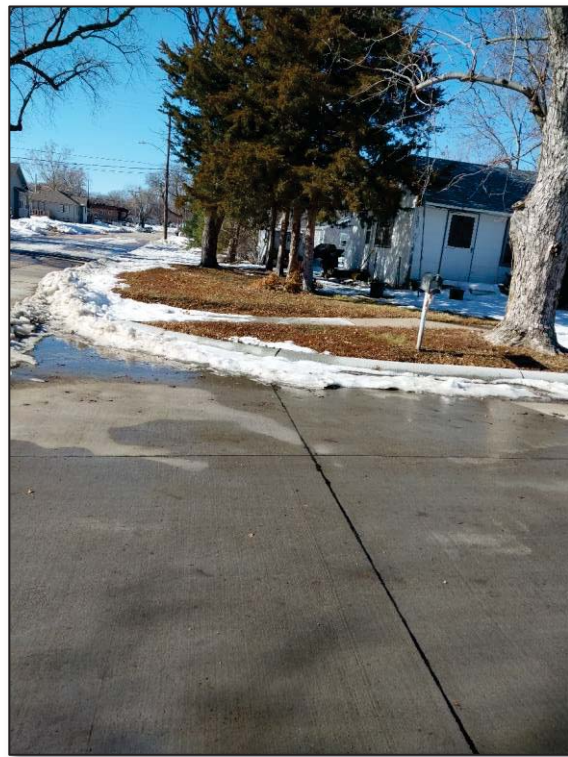
Faulty lot layout in relation to size, adequacy, accessibility, or usefulness:

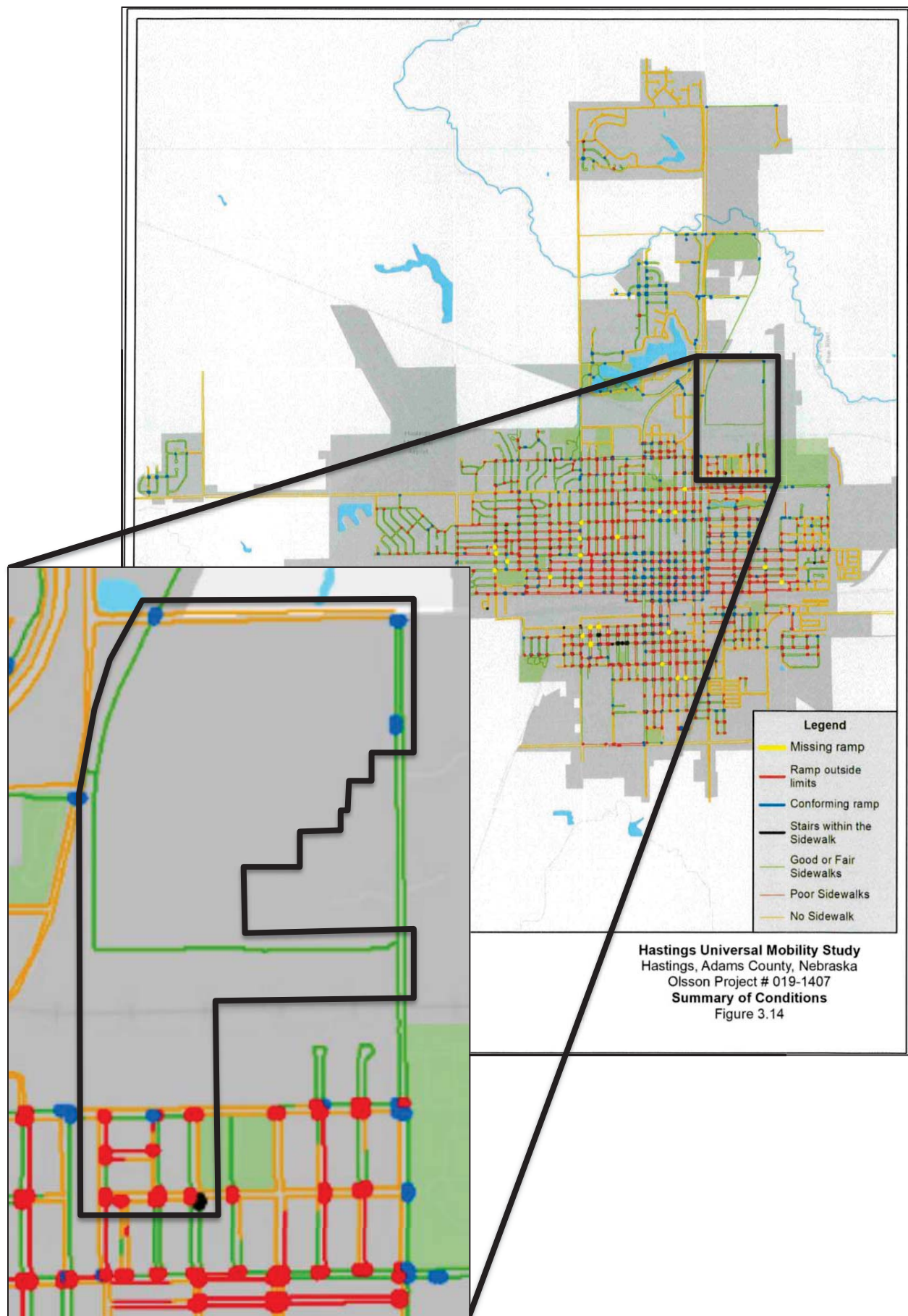
ADA Accessible Sidewalks

The sidewalk network is inconsistent throughout the redevelopment area. In addition to missing sidewalk links, many intersections in the Proposed Redevelopment Area 18 lack ADA (Americans with Disabilities Act) accessible curb ramps. Per the Code of Federal Regulations (C.F.R. §§ 35.150(d)(2), 35.151(2 (e))), Title II of the ADA requires “state and local governments to make pedestrian crossings accessible to people with disabilities by providing curb ramps.”

The map on the following page, taken from the *Hastings Barriers to Universal Mobility* document prepared in 2019, displays intersections with missing or non-conforming ADA curb ramps.

The photos below and on the following page document examples of intersections within Proposed Redevelopment Area 18 that lack adequate ADA accessible curb ramps.





Preservation of Through-Streets

The Union Pacific Railroad that runs through Proposed Redevelopment Area 18 creates a barrier that prevents the extension of through streets to facilitate access to developments north of the railroad. Because of the presence of such a barrier, any development that takes place in the parcels north of the railroad will be required to develop from the north without providing the through-street via railroad crossing.

As displayed by the aerial map below, the cul-de-sacs immediately south of the railroad are evidence of the fact that the railroad presents an accessibility challenge to the streets. The railroad presented too costly a barrier to extend the through-streets across, so the development ended at a cul-de-sac.



Parcel Accessibility

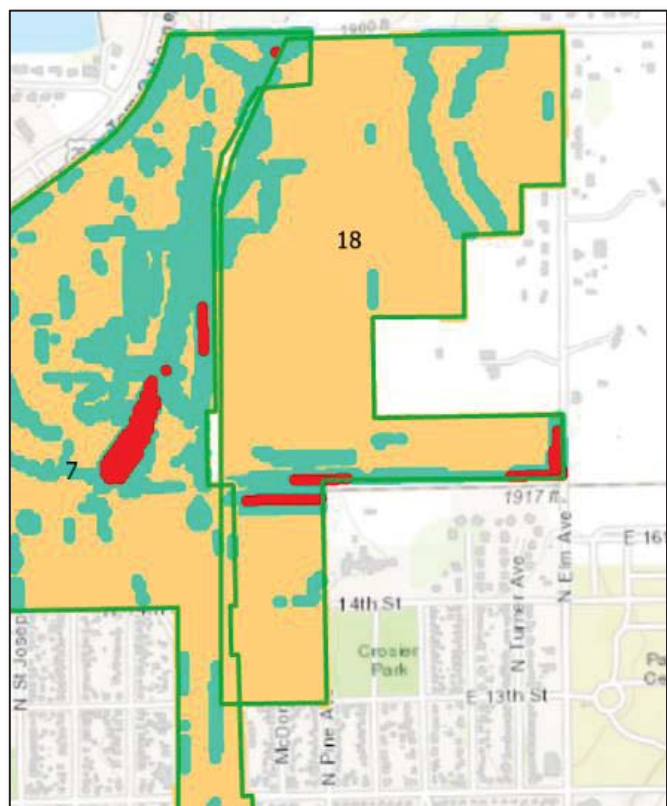
As described in the *Age or Obsolescence* section of the Substandard portion of this study, there are parcels within the Proposed Redevelopment Area 18 that lack adequate accessibility to street rights-of-way. PID #010016834, 010016833, and 010016832 were not platted to preserve street rights-of-way, and therefore lack adequate accessibility.

Area Elevation

Due to level grade throughout the Proposed Redevelopment Area 18, the property cannot be developed or served with sanitary sewer without significant dirt work to provide the proper conditions for development.

The map on the right represents the grade within the Proposed Redevelopment Area. The area highlighted by the green represents area that has an ideal slope for efficient development (2-8% grade). The area in orange represents area that is too level for cost-effective development (0-2% grade). The area in red represents area that is too steep for cost-effective development (>8% grade).

As the graphic on the right displays, 88.2% of the area within the Proposed Redevelopment Area is too level to provide cost-effective development (0-2%). Significant dirt work is required to create ideal conditions necessary for the sanitary sewer services and further development.



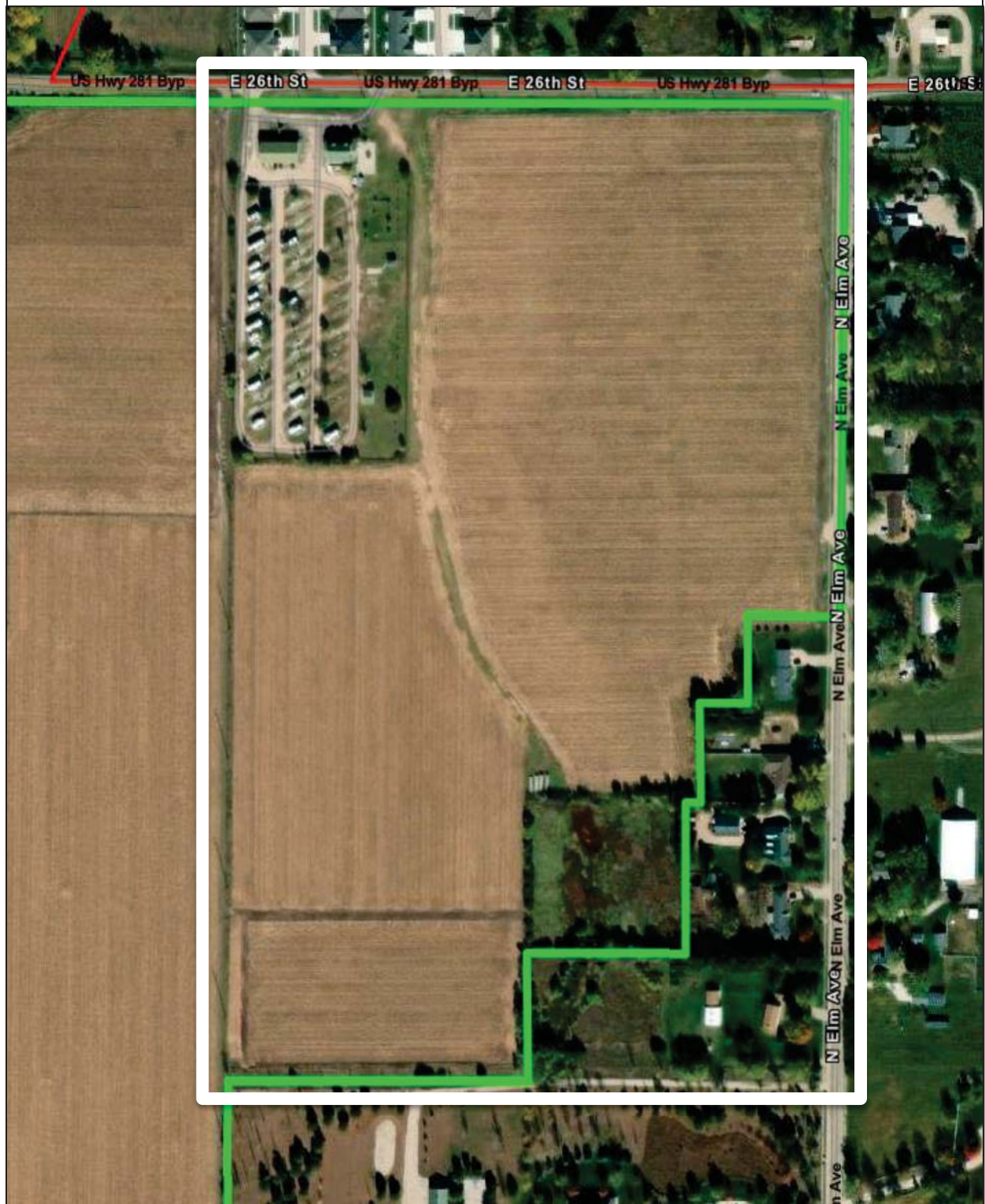
Improper subdivision or obsolete platting:

Portions of the land within Proposed Redevelopment Area 18 were annexed and platted by the City of Hastings decades ago, yet the proposed plans in those preliminary plats were never implemented. The preliminary plat maps, displayed on the following pages, show plans for subdivision development as well as the development of multiple through-streets facilitating this development. One such preliminary plat map was created more than three decades ago, while the

other was created more than thirteen decades ago, yet the developments that these maps portray have not materialized since it was platted.

Shown on the following pages is a current aerial view of Proposed Redevelopment Area 18 with the portion that is represented by the preliminary plat maps outlined in white. Because the plans depicted in the preliminary plat map have not been developed since its creation many years ago, the platting is considered obsolete.

FINAL PLAT – BLOCK ONE HOHLEN SUBDIVISION



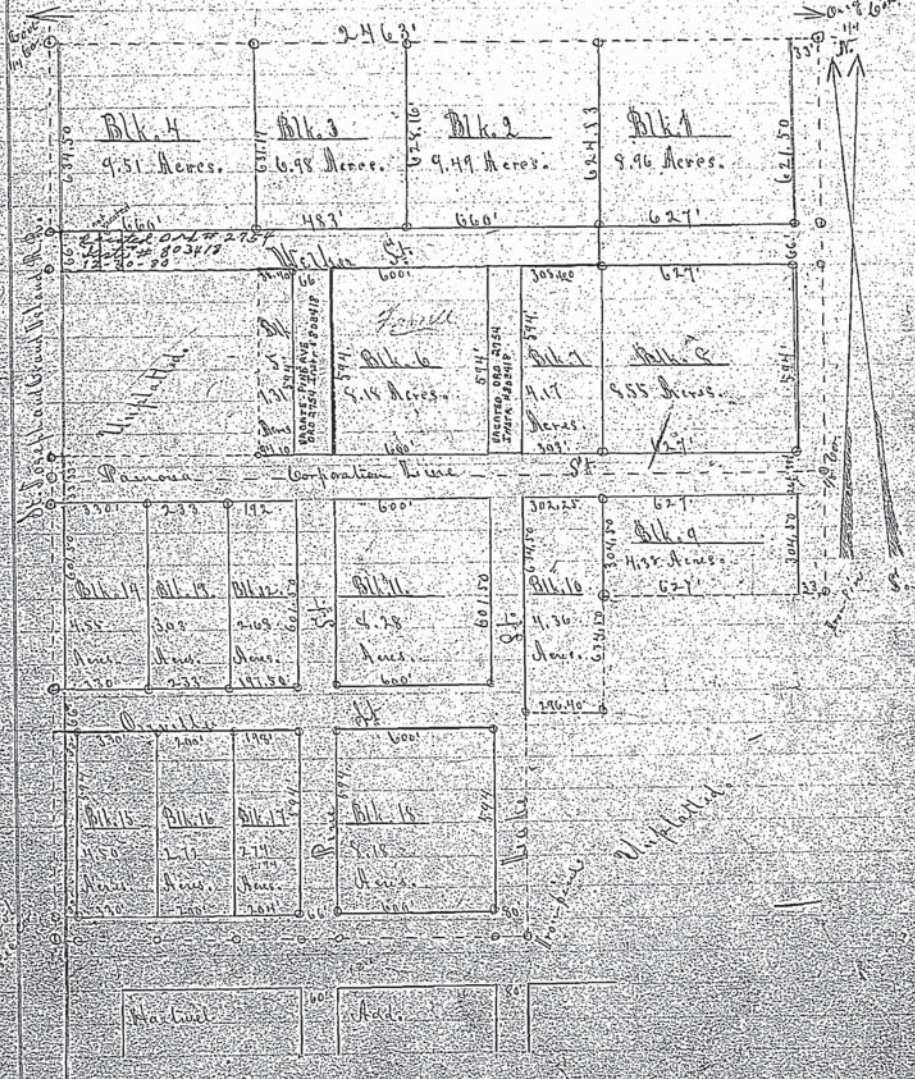


MUMAW'S ADDITION TO THE CITY OF HASTINGS, NEB



Mumaw's Addition To The City of Hastings, Neb.

Filed for record May 21st 1956
 at 1 o'clock, P.M.
 C.W. Spacknall, Clerk.
 P.H. Vanson, Deputy.



Insanitary or unsafe conditions:**Sidewalks**

As mentioned in the substandard portion of this study, the sidewalk system within Proposed Redevelopment Area 18 is inconsistent and provides little refuge for pedestrians seeking to travel along the road by foot. In multiple locations, the proposed redevelopment area contains deteriorated sidewalks, lacks sidewalks, or lacks ADA compliant access curb ramps. This creates unsafe conditions by not providing safe conditions for pedestrian travel within the redevelopment area.

Diversity of ownership:

This factor is not a substantial factor within Proposed Redevelopment Area 18.

Tax or special assessment delinquency exceeding the fair value of the land:

This factor is not a substantial factor within Proposed Redevelopment Area 18.

Defective or unusual conditions of title:

This factor is not a substantial factor within Proposed Redevelopment Area 18.

Existence of conditions that endanger life or property by fire and other causes:

Recommended Standards for Water Works recommends that to provide adequate fire protection, the minimum size of a water main must be no less than 6" in diameter. As noted in the substandard section of this study, water mains are located throughout Proposed Redevelopment Area 18 that do not meet the minimum six-inch recommendation for adequate protection.

Additionally, As mentioned before, the sidewalk system is inconsistent and provides little refuge for pedestrians seeking to travel along the road by foot. In multiple locations, the proposed redevelopment area contains deteriorated sidewalks, lacks sidewalks, or lacks ADA compliant access curb ramps. This creates unsafe conditions by not providing safe conditions for pedestrian travel within the redevelopment area.

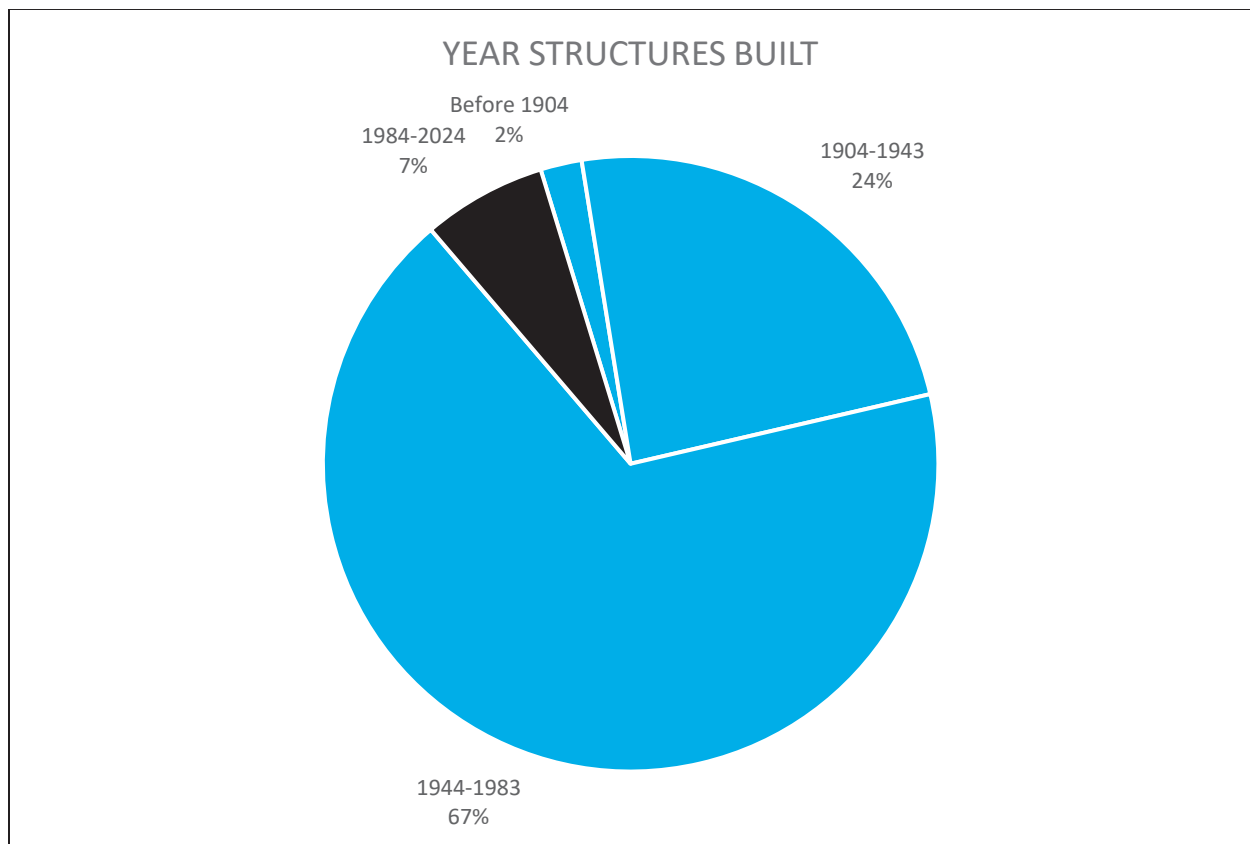
Objective Factors:

Unemployment in the redevelopment area is at least one hundred twenty percent of the state or national average:

This factor is not substantial within Proposed Redevelopment Area 18.

The average age of the residential or commercial units in the area is at least forty years:

As demonstrated in the substandard section of this study, the average age of structures in Proposed Redevelopment Area 18 is 80 years old (Built prior to 1944). This meets the 40-year threshold required to meet this objective factor criteria (Built prior to 1984).



More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time:

This factor is not substantial within Proposed Redevelopment Area 18.

The per capita income of the area is lower than the average per capita income of the city in which the redevelopment area is located:

This factor is not substantial within Proposed Redevelopment Area 18.

The Proposed Redevelopment Area has had either stable or decreasing population based on the last two decennial censuses:

This factor is not substantial within Proposed Redevelopment Area 18.

BLIGHT CONCLUSION

Presence of Subjective Factors

The presence of **seven** subjective factors was identified in Proposed Redevelopment Area 18.

Blight Subjective Criteria	Area 18
Substantial number of deteriorated or deteriorating structures	X
Deterioration of site or other improvements	X
Existence of defective or inadequate street layout	X
Faulty lot layout in relation to size, adequacy, accessibility, or usefulness	X
Improper subdivision or obsolete platting	X
Insanitary or unsafe conditions	X
Diversity of ownership	
Tax or special assessment delinquency exceeding the fair value of the land	
Defective or unusual conditions of title	
Existence of conditions that endanger life or property by fire and other causes	X

Presence of Objective Factors

The presence of **one** objective factor was identified in Proposed Redevelopment Area 18.

Blight Objective Criteria	Area 18
Unemployment in the redevelopment area is at least one hundred twenty percent of the state or national average	
The average age of the residential or commercial units in the area is at least forty years	X
More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time	
The per capita income of the area is lower than the average per capita income of the city in which the redevelopment area is located	
Area has had either stable or decreasing population based on the last two decennial censuses	

Blight Determination

Proposed Redevelopment Area 18 meets the definition of a blighted area in need of redevelopment projects that should be completed and encouraged by the Hastings Planning Commission, Hastings City Council, and Community Redevelopment Authority.



HASTINGS

Nebraska



File Nos.

2024-300

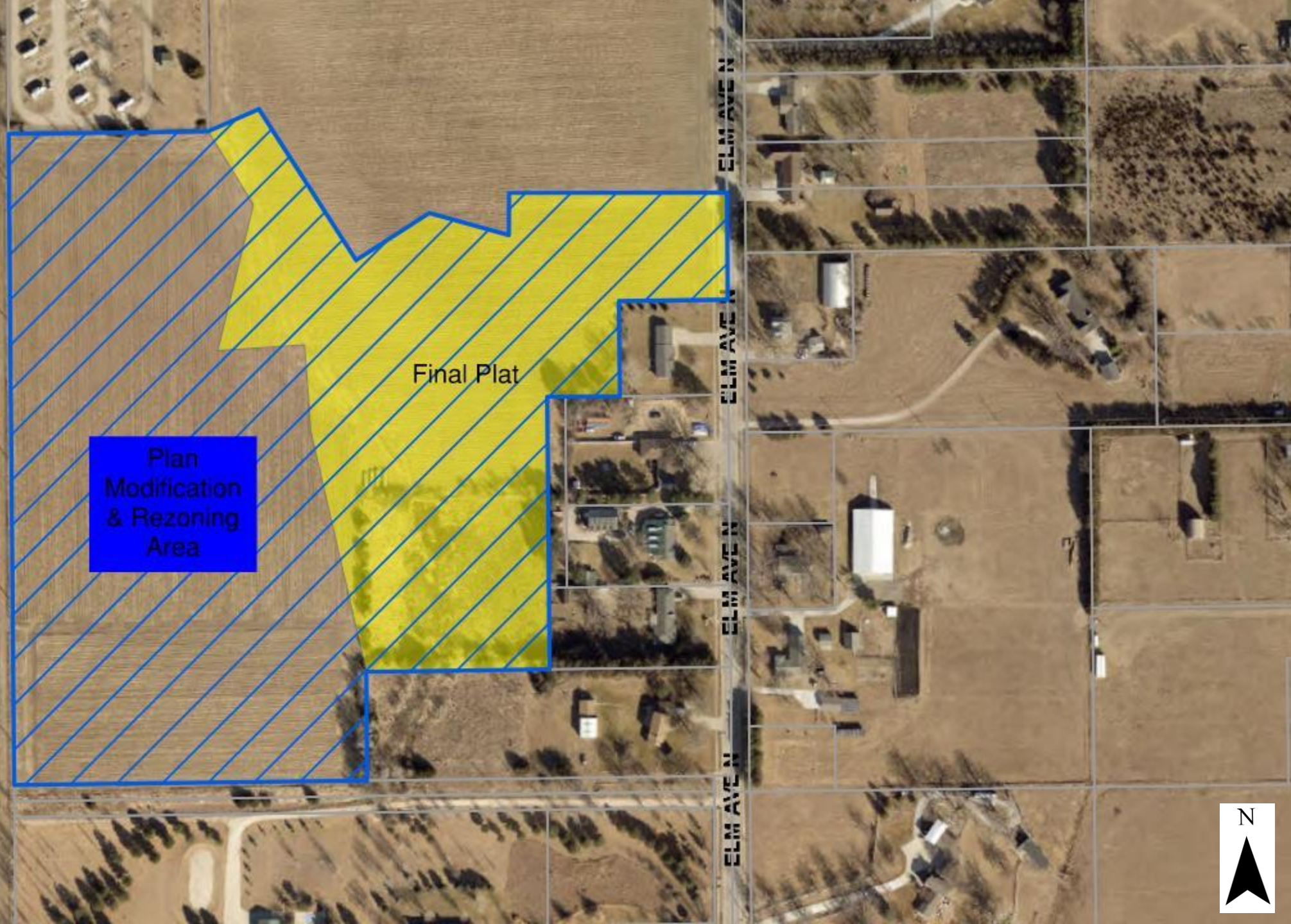
Projects

Lagunas Home Construction – Elm Meadows
Redevelopment Project

A public hearing to consider a request for a Plan Modification No. 2024-6 to Redevelopment Area #18 for the Elm Meadows Single-Family Development.

Applicant

CRA on behalf of Lagunas Home Construction, LLC



Plan
Modification
& Rezoning
Area

Final Plat

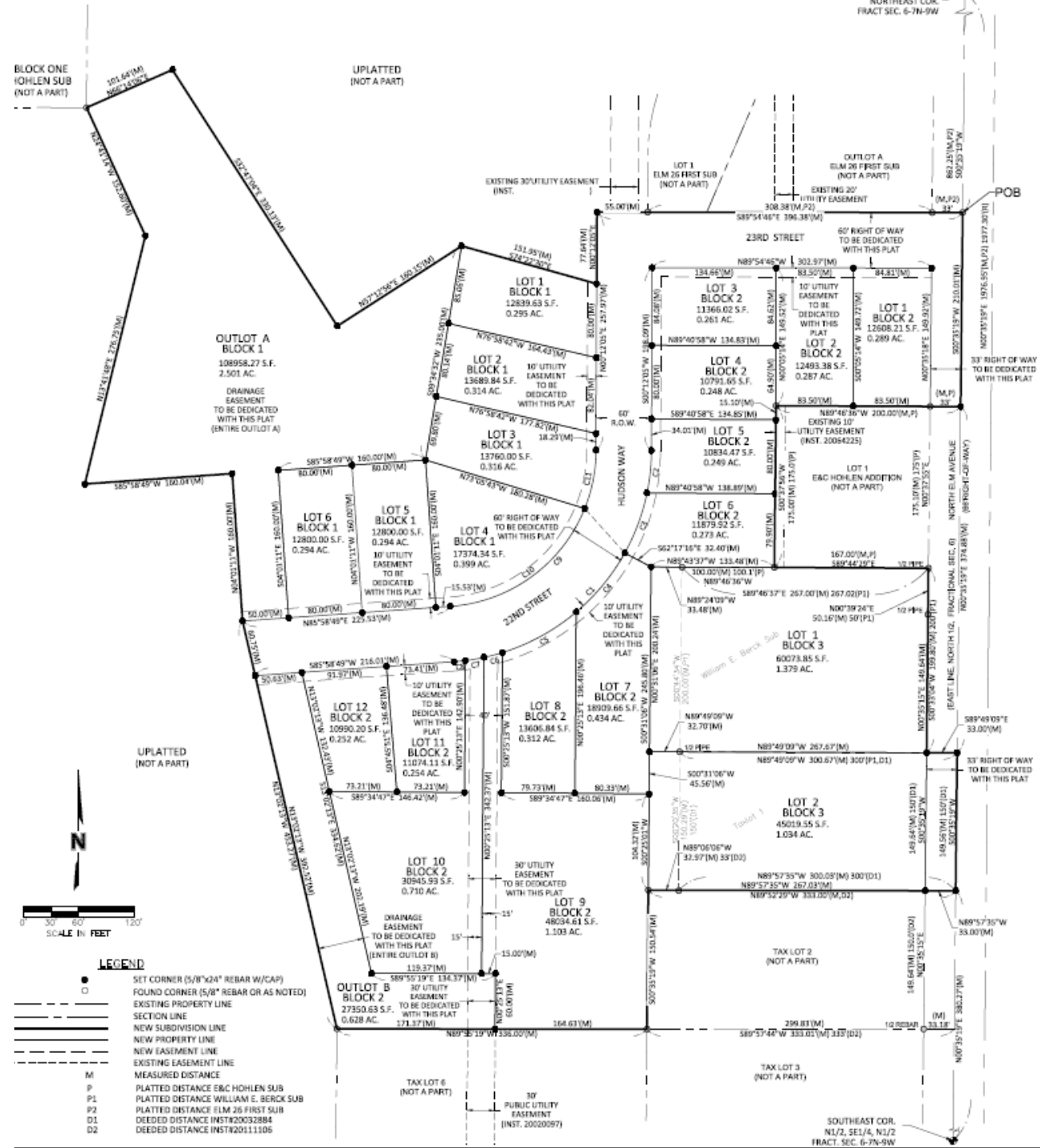
ELM AVE N

ELM AVE N

ELM AVE N

ELM AVE N





ELM 26 APARTMENTS
PRELIMINARY PLAT

STRENGTH AND HEALTH: A 20-year study of the health of 10,000 men in the Framingham Heart Study, a landmark study in epidemiology, found that men who were physically active in their youth had a 50% lower risk of developing heart disease later in life. The study also found that men who were physically active in their youth had a 50% lower risk of developing high blood pressure later in life.

[illegible]

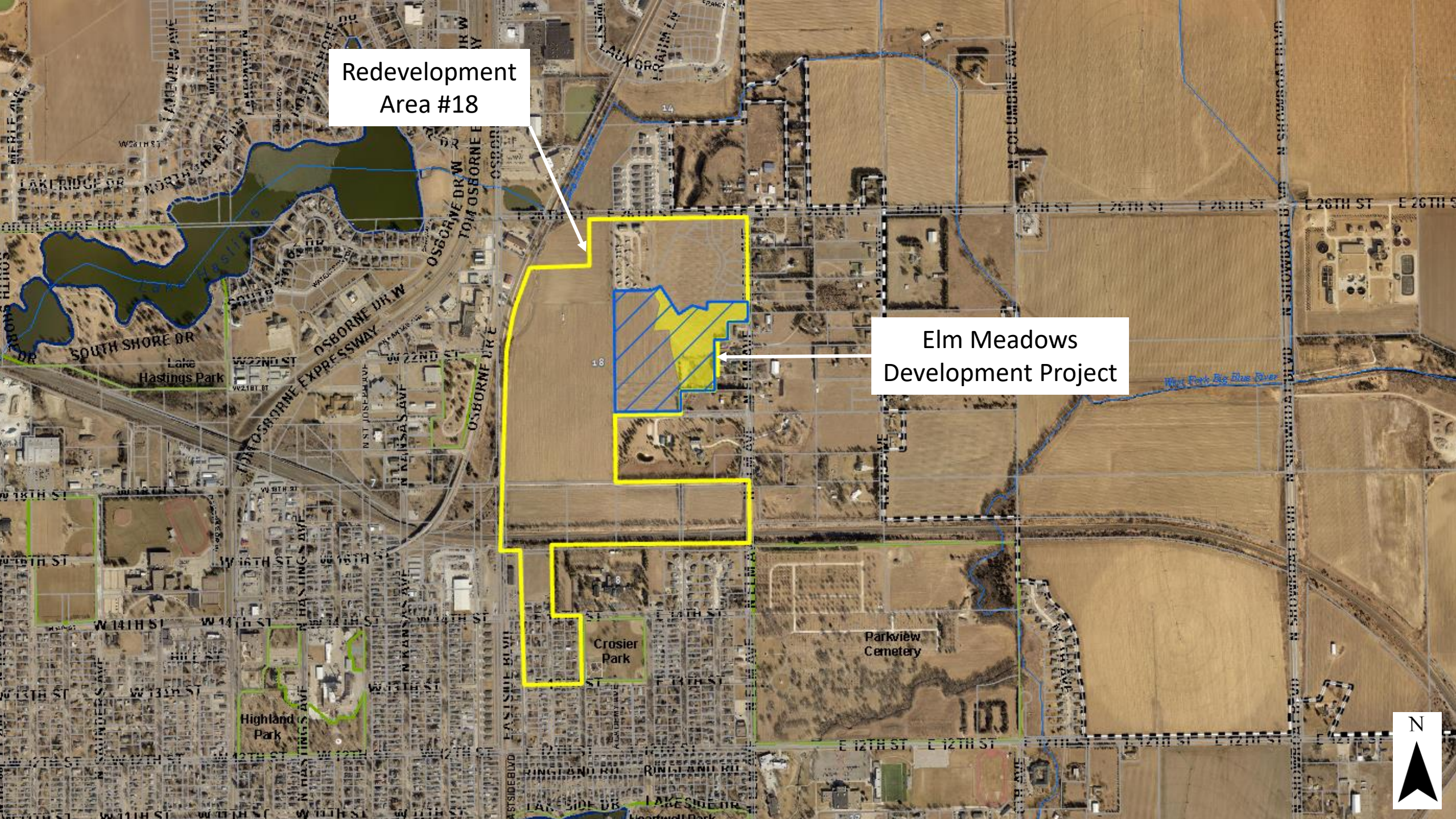
CASTINGS CORPORATION

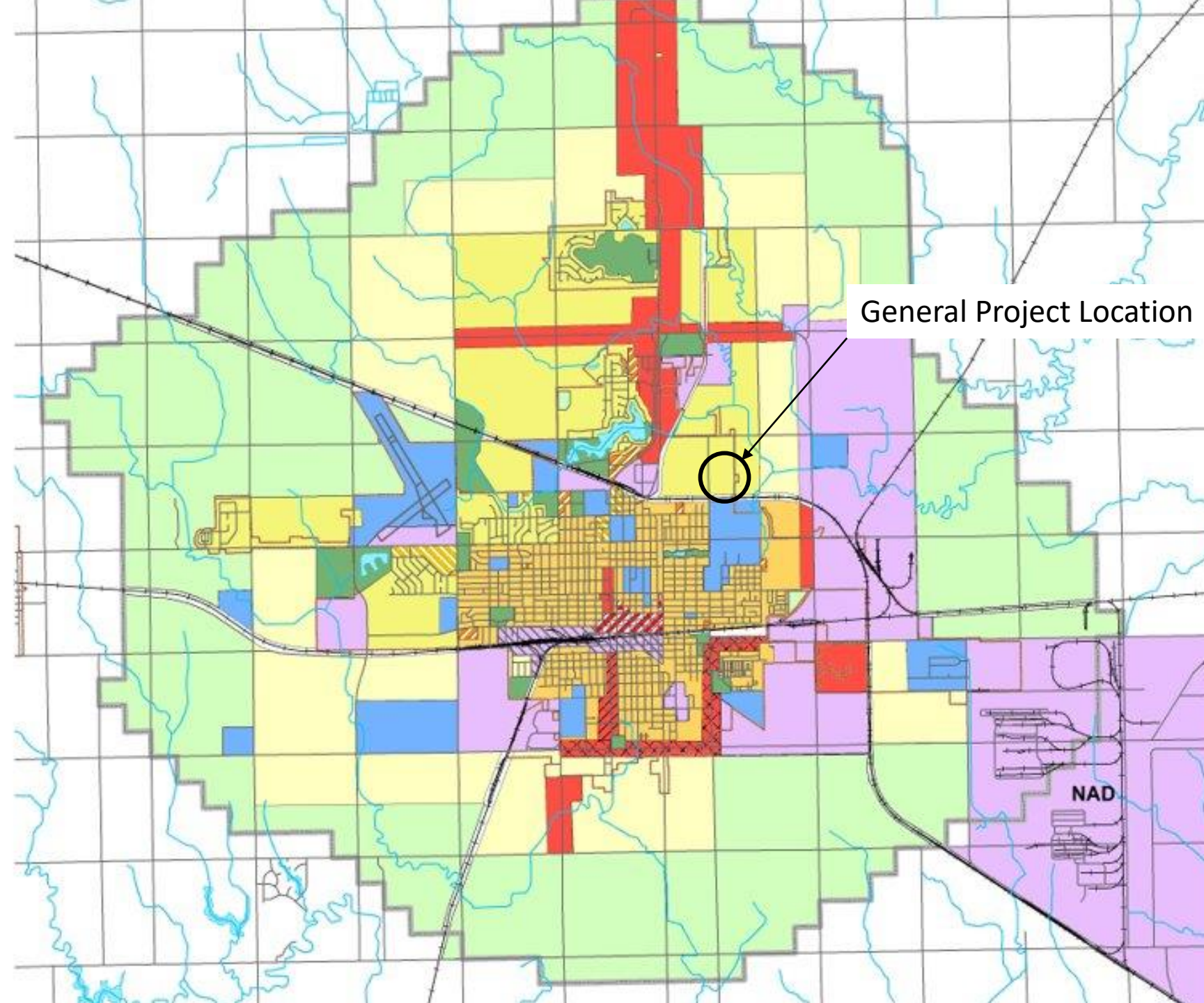
olsen



Redevelopment
Area #18

Elm Meadows
Development Project





General Project Location

Land Use:

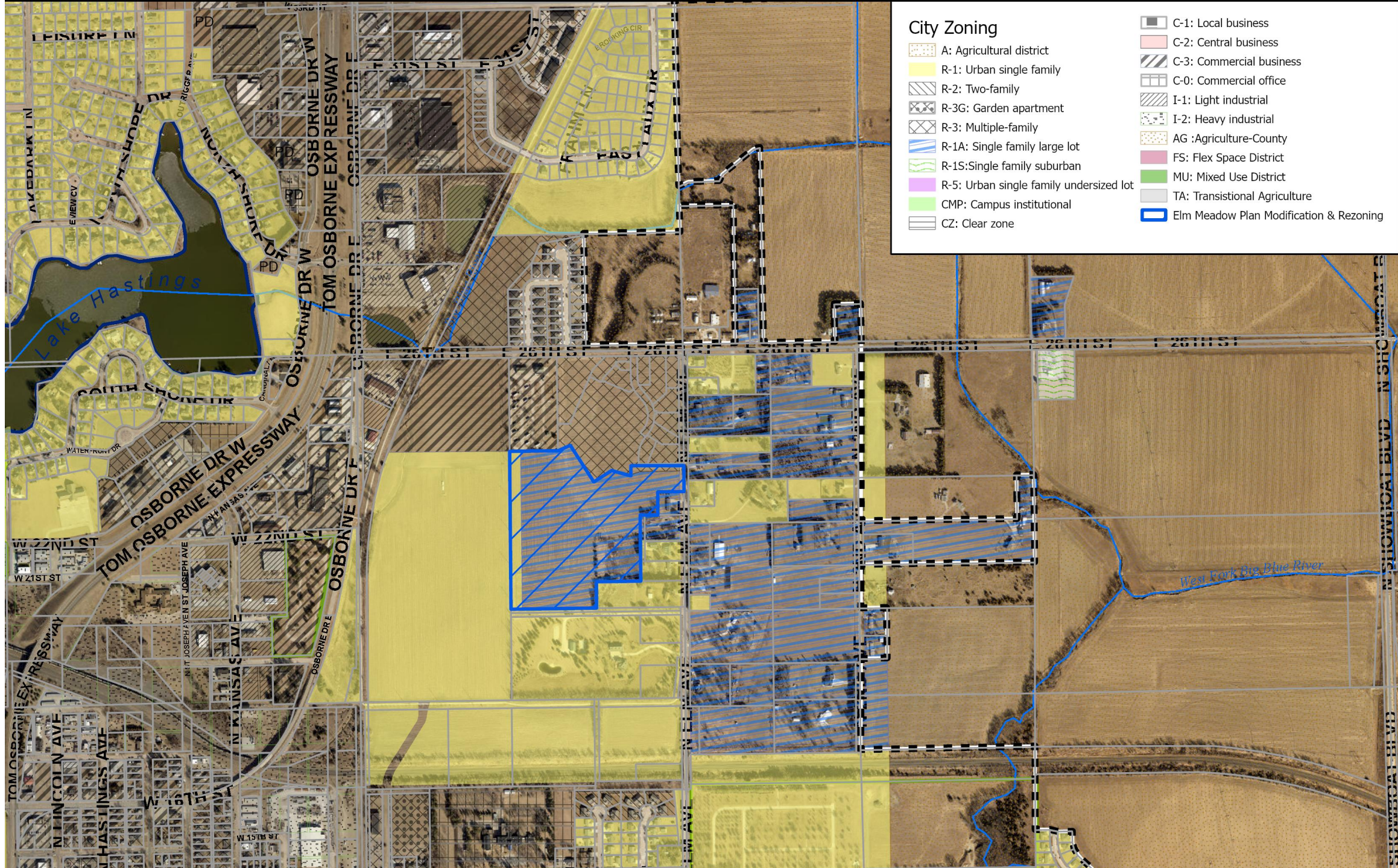
- Rural Residential
- Suburban Residential
- Urban Residential
- Mixed-Use - Neighborhood
- Mixed-Use - Community
- Mixed-Use Downtown
- Commercial/Retail
- Employment/Industrial
- Public / Semi-Public
- Parks & Recreation
- Agriculture

Overlay Districts:

- South Burlington Overlay
- Highway 6 Overlay
- Urban Industrial Overlay
- Floodplain

- City Boundary
- ETJ Boundary
- Education

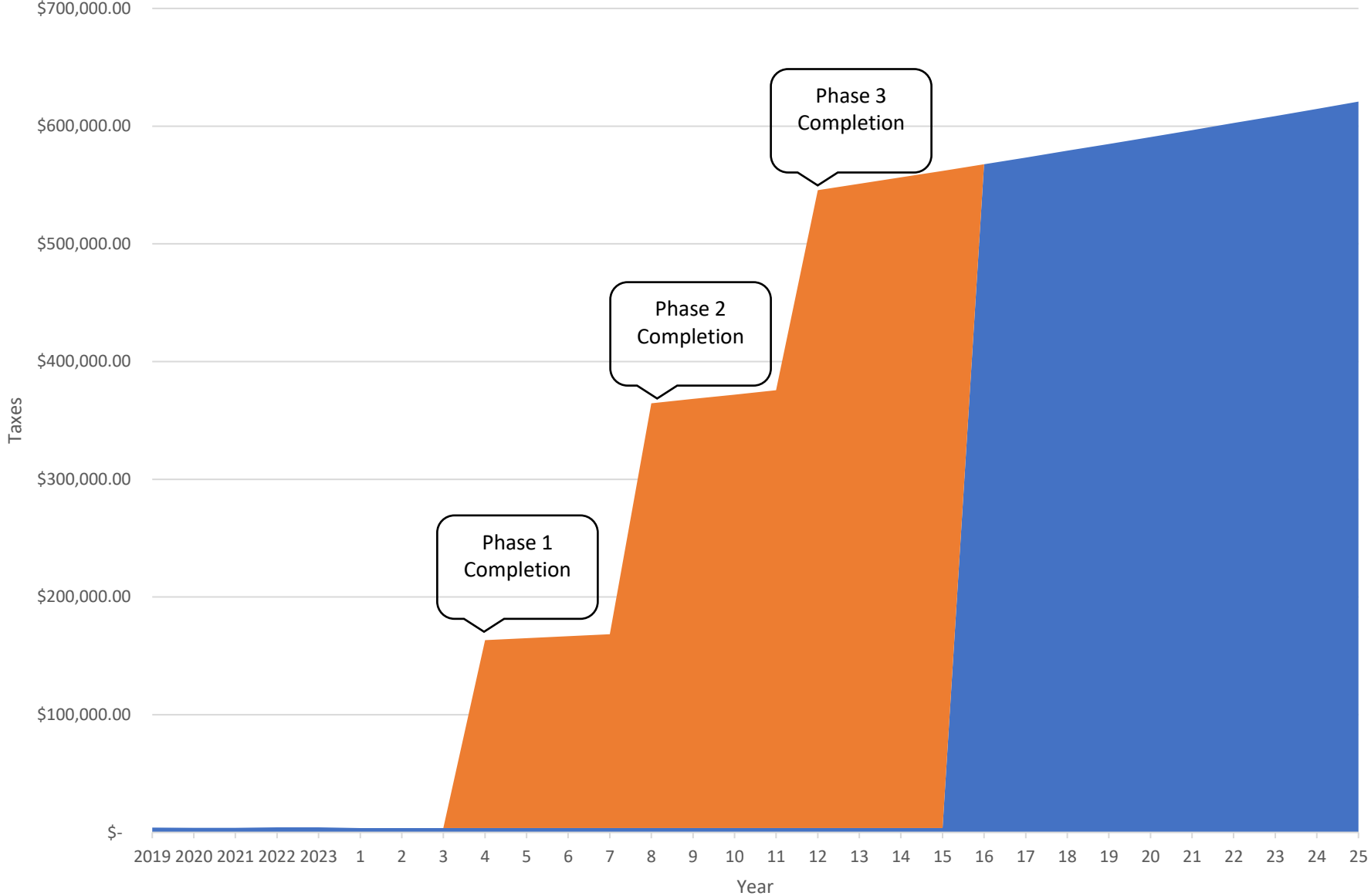




Project Costs and Funding Sources

USE OF FUNDS			LOT DEVELOPMENT - SOURCES OF FUNDS	
ELM MEADOWS - 54 Lots	54		Projected Valuation	\$ 24,401,860
Acquisition		\$ 725,001	Projected TIF Proceeds	\$ 3,311,688
Acquisition Interest		\$ 139,469	Projected TIF Proceeds per lot	\$ 61,328
Infrastructure		\$ 2,957,039		
Infrastructure Interest		\$ 325,275	Total Uses	\$ 4,306,784
Insurance		\$ 30,000	Total Units	54
Property Taxes		\$ 30,000		
Misc. Development Costs		\$ 100,000	Cost Per Lot (No TIF)	\$ 79,755
Total Uses		\$ 4,306,784	Cost Per Lot (With TIF)	\$ 18,428

Elm Meadows Tax Increment Financing



Collected Taxes Tax Increment

Estimates based on 1% annual increase in value and 2023 tax rate

Staff Findings Summary for Plan Modification

- The project is feasible and conforms with the Comprehensive Plan.
- The project would not be economically feasible without the use of TIF funding. Without TIF funding, The average cost for each single-family lot would be \$79,755. With TIF, the costs are anticipated to be \$18,428
- Given the infeasibility of the project without TIF funding, the project would most likely not happen without the use of the TIF tool.
- The cost/benefit of the project is in the long-term best interest of the community. The project rehabilitates a vacant property that has been undeveloped for a number of years.

Staff Recommendation

Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a **REDEVELOPMENT PLAN MODIFICATION** for the Elm 26 Development Project, generally located 850 feet south of the intersection of E. 26th Street and N. Elm Avenue, on the west side of N. Elm Avenue, based on the findings in the staff report and the Redevelopment Plan Modification materials.



Department: Development Services
Staff Contact: Chad Bunger, Ember Batelaan
Planning Commission Meeting Date: 9/17/2024
File No: 2024-302
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

Noah's Ark Processors, have submitted a request for a Conditional Use Permit (CUP) for an expansion project of an existing meat packing plant.

The project would construct approximately 46,000 square feet of building additions and renovate and modernize portions of the existing buildings. The property received a CUP for a previous expansion in 2003.

Names of People/Business affected by this action:

The applicant, the people of Hastings, the Community Redevelopment Authority, and the City.

Why Planning Commission action is required:

Sec. 34-401: Conditional uses may be approved by the Hastings City Council following a public hearing and receipt of a recommendation from the Planning Commission in accordance with the required findings set forth in this Chapter and the additional standards set forth in this article. In considering an application for a conditional use, the Commission and the Council shall require the applicant to produce satisfactory evidence of compliance with both the general and applicable specific standards set forth in this Article. The Commission may recommend and the Council may impose any conditions they deem reasonable and necessary to further the purposes and intent of this Article, to protect the public health, safety and welfare, and to meet the planning goals set forth in the City's Comprehensive Plan.

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

The City Council is scheduled to review this Conditional Use Permit on October 14, 2024.

Department head comments:

Development Services staff have reviewed the application for the Noah's Ark Processors Conditional Use Permit. The complete details of the staff review and recommendation are in the attached staff report.

Recommendation:

Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the **CONDITIONAL USE PERMIT APPLICATION** for the expansion of the existing meat packing plant at 1009 West M Street, in the I-2, Heavy Industrial District, with the following conditions:

1. The site plan must be constructed as proposed.
2. The Conditional Use Permit applies to the potentially acquired City land for additional parking and driveways for the site.
3. All applicable permits must be acquired before construction.
4. This conditional use permit is valid for 180 days after approval by the City Council.

City of Hastings Planning Commission



STAFF REPORT

Request for Conditional Use: To expand an existing meat packing/processing plant

File No. 2024-302

Applicant Hastings Property Holdings, LLC (Noah's Ark Processors)

Property Location: 1009 West M Street

Lot Size: 11.6 acres

Date of Public Hearing: September 17, 2024

Zoning I-2, Heavy Industrial District

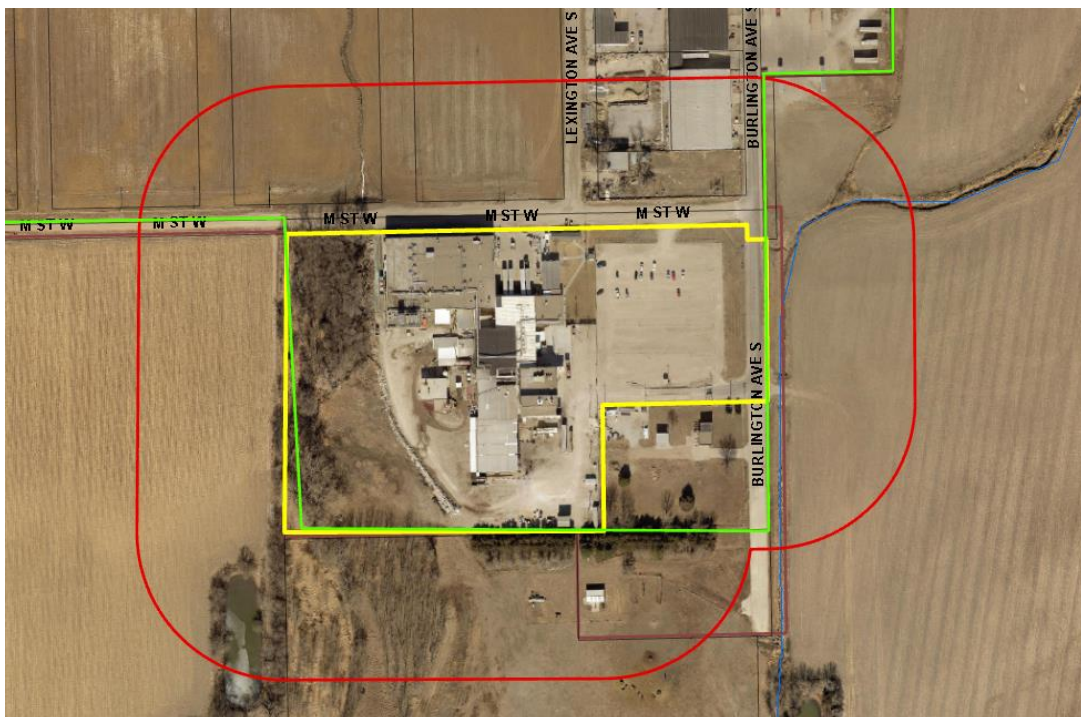
Adjacent Zoning:

North: I-2 District and R-1, Urban Single-Family Residential District

East: I-2 District and A, Agricultural District

South: I-2 District and A District

West: A District and I-2 District



SECTION AND REQUIREMENT OF HASTINGS CODE OF ORDINANCE ALLOWING FOR CONDITIONAL USE:

- **Sec. 34 – 200. Uses and District Table (Table 200-1):** Slaughterhouse/Meat packing Conditional Use in I-2 District

DESCRIPTION OF CONDITIONAL USE REQUESTED: The applicant, Hastings Property Holdings, LLC, locally known as Noah’s Ark Processors, has proposed to expand its meat packing operations on the site.

A previous CUP was approved in 2003 for the meat packing plan. The current business has been in operation since 2011. The plant has been in operation for several decades.

The Noah’s Ark Processors is a roughly 87,000-square-foot meat processing facility with a harvest and fabrication floor. According to the application materials, the company sells wholesale kosher and non-kosher beef to distributors and restaurants. The business currently employs 350 employees and processes up to 520 head per day.

The application materials state the proposed expansion would modernize 8,120 square feet of the existing facility and build approximately 46,000 square feet of building additions to the site. This includes a roughly 22,000-square-foot harvest floor and hot box addition on the southeast side of the building, an approximately 15,000-square-foot cooler addition on the northwest part of the building, and a 3,500 square-foot utility building and a 5,800-building for the plant’s pre-treatment wastewater system. The wastewater pre-treatment system will modernize and increase the system capacity to better pre-treat liquids from the industrial plant before it enters the City’s sanitary sewer system.

The proposed expansion project would increase the plant’s production from 520 head per day to 1,100 head per day. This would equate to an annual increase from 144,000 to 294,000 head of cattle. With the added production, the business anticipates hiring roughly 40 new employees.

Adjacent to the site, the City owns a 1.79-acre lot for a sanitary lift station. The applicant and the City have discussed selling a portion of the unneeded land to the business for added parking, driving lanes, and a second access point on S. Burlington Avenue. The land purchase has not been finalized but has been added to the staff report for consideration as a future site plan alteration.

The proposed expansion project has received public funding through grants or low/no interest loans for up to \$16 million. These grants and loans have been provided by the USDA Meat and Poultry Processing Expansion Program, the Nebraska Community Development Block Grant program, and the Nebraska Enterprise Fund.

The applicant is also proposing a redevelopment plan modification to utilize tax increment funding (TIF) to help fund needed utility relocations and facility rehabilitation. Please see the corresponding staff report and application materials for more information about the redevelopment plan modification.

Property Description:

Most of the site is relatively flat. As mentioned, the site is developed with an approximately 87,000 square foot industrial building, accessory structures, and off-street parking. The entrance to the plant and employee parking lot is off S. Burlington Avenue and West M Street. South Burlington Avenue is a concrete paved road and West M Street is a gravel road. Truck traffic generally enters the site off of S. Burlington to offload cattle into the facility. Additionally, trucks are staged on the northeast side of the plant for transporting by-products from the facility to other rendering plants outside of Hastings in the region. These trucks use West M Street to enter this loading area.

Both West M Street and South Burlington Avenue are dead ends in this area.

To the west of the site is an unnamed natural drainage area that connects drainage from properties to the north along West J Street to Pawnee Creek to the South. The area, including a portion of the developed part of the site, is in a FEMA mapped Zone AE 1% Annual Chance Floodplain (100-year floodplain). This area has a base floodplain elevation of 1899.5 feet. Construction is allowed within the Zone AE area based on the standards of [Sec. 34-216](#). Generally speaking, the applicants can fill the floodplain so that the lowest enclosed floor is at least 1 foot above the base flood elevation or floodproof the portion of the industrial building to the same elevation.

STANDARDS FOR CONDITIONAL USE PERMITS:

The provisions of [Article IV](#) apply to all uses that are designated as “conditional” as set out in [Sec. 34-200](#). The designation of a conditional use means that it is only allowed in a proposed location if all of the conditions applicable to the use, as set out in [Sec. 34-404](#), as may be amended, and if all of the other applicable requirements of this Chapter or conditions of the Hastings City Council and Planning Commission are met.

Pursuant to [Sec. 34-402](#) of the City Code of Ordinance, the City Council, by recommendation from the City Planning Commission, will base its decision on the following:

(a) Pedestrian and vehicular traffic circulation and safety.

According to the applicant, the site employs roughly 350 that largely travel to the site by personal vehicles. In addition, the applicant has stated they currently receive 20 trucks delivering cattle for processing. Nine trucks leave the site daily with completed products for distribution or byproducts of the plant (e.g. carcass, blood, hides) that are

transported offsite to the region for rendering. Note, that Noak's Ark Processors do not render or process by-products on-site. This material is transported to other businesses in the region for rendering or further processing.

All of this traffic generally flows to S. Burlington Avenue to the intersection of S. Burlington Avenue and West J Street (Hwy 34). From there the traffic generated by the site dispersed throughout the City and region via State Highways 34, 281, and 6 or the surrounding local streets.

The proposed expansion will add approximately 40 new employees. They anticipate an increase to 40 trucks per day to deliver cattle. Also, post-expansion, the number of trucks shipping finished products, or by-products will increase to 20 trucks per day.

Personal vehicle traffic by employees will continue to enter and exit West M Street. Largely, this property is the only business that generates traffic onto West M Street in this area. The added 40 vehicles, if all new employees were to drive separately, should not significantly impact the roadway or surrounding road network.

In regards to truck traffic, the majority of trucks enter the site from S. Burlington Avenue. A relatively few trucks enter a loading dock off of West M Street. Currently, around 30 trucks enter and exit the site. This equates to 3.75 trucks an hour during the normal 8-hour workday. The applicant anticipates that the plan expansion will generate upwards of 60 trucks per day or 7.5 trucks per hour.

The bulk of the truck traffic (roughly 40 trucks) will continue to use the S. Burlington Ave driveway to deliver cattle to the processing plant. The remaining 20 trucks will use the loading docks off West M Street.

South Burlington Avenue is a concrete paved public road that was designed for the site and surrounding industrial uses. To the north of the site is a cold storage facility, a trucking company, RV storage, repair and sales, and a semi salvage yard and semi repair business.

In the immediate area, West M Street is a gravel roadway. The truck loading dock is approximately 500 feet west of the street's intersection with S. Burlington Avenue. As stated, up to 20 trucks are anticipated to use this road each day. Currently, the gravel road is in good condition. The City and the business should consider paving this section of roadway, similar to what has occurred in front of the County Correctional Facility to the west to reduce maintenance to the gravel roadway. However, it appears that the business is the only one that uses this road regularly. All other properties abutting West

M Street in the immediate area are either vacant or have other means of access to S. Burlington Avenue that is more convenient.

The added daily truck traffic should only minimally impact the road network and surrounding properties.

If the land purchase from the City was to occur, a new entrance would be created to the south of the site (approximately 250 feet south from the current driveway). This new driveway would allow for trucks to enter one driveway and exit another, which would generally be a safer condition. This reconfigured site plan should not adversely impact the surrounding road network.

There are no sidewalks or bike roads in the area south of West J Street. Largely there is no pedestrian traffic in the area because of the limitation of the built environment. Addressing this issue is a community issue, as no one business or property owner can make the needed improvements to provide a connected system. Requiring the business to install sidewalks would not be practical as the sidewalk would lead to nowhere.

(b) Reasonable and economic extension of public utilities and facilities.

The proposed plant expansion will generally use the existing infrastructure present in the immediate area. Some sewer, water, and electric lines will need to be relocated, as the business expands to allow for the building additions.

The proposed expansion will include an updated pre-treatment wastewater system to be more efficient in treating wastewater from the plant before it enters the public sanitary sewer main.

The proposed plant expansion would be a reasonable and economical use of the public utilities as no new water or sanitary sewer mains are required to serve the proposed expansion.

(c) Noise, fumes, dust, or other environmental pollution.

There should not be an increase in noise, fumes, or other environmental pollution by the expansion when compared to the existing plant.

According to the applicant, the current and future operations do not process or render byproducts. This is typically the most impactful smell from a slaughterhouse or meat packing plant. At Noah's Ark Processors, these byproducts are generally shipped daily to plants outside of Hastings to the larger region to be rendered or further processed.

The business currently uses this type of pretreatment system for wastewater. The proposed expansion will include an updated pre-treatment system that will be sized correctly to clarify the wastewater by removing insoluble organic materials, grease, fats, and other chemicals that could be harmful to the City's sanitary sewer treatment system. This modern system will effectively remove any potential contaminants that could impact the City's utility system.

The business does generate a certain amount of dust from vehicle traffic on the area's gravel roads and gravel driveways on the site. This dust should not be a significant increase compared to the existing condition. Additionally, there are very few occupied properties in the area where the dust could cause a negative impact. To the west, south, and east, the land is currently vacant and undeveloped. To the north are industrial and commercial businesses, which also use a gravel road, S. Lexington Avenue. As previously mentioned, the business should consider working with the City to pave most or all of West M Street in the future to mitigate the dust from the gravel roadway.

The noise levels created by the business are similar and appropriate for the industrially zoned property and surrounding area.

(d) The maintenance of logical and efficient development patterns and land use mixtures.

The proposed plant expansion maintains a local and efficient development pattern and land use mixture. The plant has been in operation for decades. A previous CUP was approved in 2003. The current owner purchased the property in 2011.

The alternative to the proposed expansion, which includes interior renovations and modernizations would be to rebuild the plant somewhere else in the community or the region. This would most likely be cost prohibitive to the owner and could cause an inefficient use of land and/or the need to extend utilities to a new area.

The surrounding area is predominately highway commercial uses along West J Street and industrials along S. Burlington Avenue. There is vacant land to the north that is zoned R-1, Urban Single-Family Residential District, to the northwest of the site. Considering the surrounding uses, it is unimaginable that this land would develop as residential. This point can be validated by the fact that it has remained vacant for several decades.

(e) The maintenance of property values in accordance with established and permitted land use.

The proposed expansion of the meat packing plant should not adversely impact the property values in the surrounding area. The majority of these uses are similar industrial uses or highway commercial uses.

As previously mentioned, vacant properties to the northwest of the site are zoned R-1 District. It is most likely that this land will not develop as residential in the foreseeable future due to the existing surrounding industrial and commercial uses. The proposed expansion would not cause additional issues, as this situation has already been created by the existing uses.

STAFF COMMENTS: Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the **CONDITIONAL USE PERMIT APPLICATION** for the expansion of the existing meat packing plant at 1009 West M Street, in the I-2, Heavy Industrial District, with the following conditions:

1. The site plan must be constructed as proposed.
2. The Conditional Use Permit applies to the potentially acquired City land for additional parking and driveways for the site.
3. All applicable permits must be acquired before construction.
4. This conditional use permit is valid for 180 days after approval by the City Council.

PREPARED BY: Chad Bunger, AICP, CFM, Director of Development Services

DATE: September 5, 2024

ATTACHMENTS:

1. Application materials
2. Site & Floor Plans



Zoning Application

Date: 08/30/2024

Project

Permit Type:	Change of Use Redevelopment Plan Amendment	Existing Zoning:	I-2, Heavy Industrial
Project Name:	Noah's Ark Processors Redevelopment Project	Proposed Zoning:	I-2, Heavy Industrial
Project Address:	1009 M St	Comprehensive Plan:	I-2 Heavy Industrial
City, State, Zip:	HASTINGS, NE 68901	Gross Area:	501811
In City Limits:	Yes	# of Lots:	1
Legal:		Proposed Use:	Meat processing plant

Reason for Request: modify an existing redevelopment plan for Area #5

Applicant / Owner

Applicant Name:	Randal Chick	Owner Name:	HASTINGS PROPERTY HOLDINGS LLC
Company:	Community Redevelopment Authority of the City of Hastings	Address:	101 CHASE AVE
Address:	301 S Burlington Ave	City, State, Zip:	LAKEWOOD, NJ 08701-0000
City, State, Zip:	Hastings	Phone:	
Phone:	402-461-8415	Email:	
Email:	cra@redevelophastings.com		

Key Contact

Key Contact:	Kathy Peterson	Address:	1009 West "M" Street
Company:	Noah's Ark Processors LLC	City, State, Zip:	Hastings, NE 68901
Phone:	(402) 519-3847	Email:	kpeterson@wrreserve.com

I do hereby certify that the information contained herein is true and correct.

Randal Chick

Applicant

08/30/2024

Date

08/30/2024

Date

Owner

Noah's Ark Processors, LLC

- Meat processing facility with a harvest and fabrication floor
- Sell wholesale kosher and nonkosher to distributors & restaurants
- Operating in Hastings since 2011
- Employ around 350 employees
- Currently harvest 520 head per day

Expansion

- The 82,000 square foot processing plant sits on 14 acres in a heavy industrial zoned district, located in and served by the City of Hastings.
- The expansion will modernize 8,120 square feet of the existing facility and add 25,000 square feet to the harvest floor and hot boxes.
- The expansion will increase total cattle processed annually by 118% from 144,000 to 294,000 and will
- increase full time employees by 11% from 357 to 397.
- Adding 40 jobs roughly
- Goal to double our harvest with 1100 head per day

Coolers: This task includes building a new 14,000 square foot structure, which will house three cooling cells.

Harvest Floor: This task in the expansion project includes renovation of current 8,120 sq ft and adding 11,000 square feet with an addition to the existing harvest floor.

The area is designated for heavy industrial use, with commercial businesses surrounding our facility. We anticipate that the volume of cattle truck traffic will double in line with the increase in cattle headcount. However, this increase is expected to have minimal impact on the area, as our location is at a dead end accustomed to accommodating large vehicles. Currently, the area serves as a route for campers heading to Dykeman's Campers, as well as semi-trucks and trailers traveling to and from Nebraska Truck Center and Crystal Creek Logistics next door.

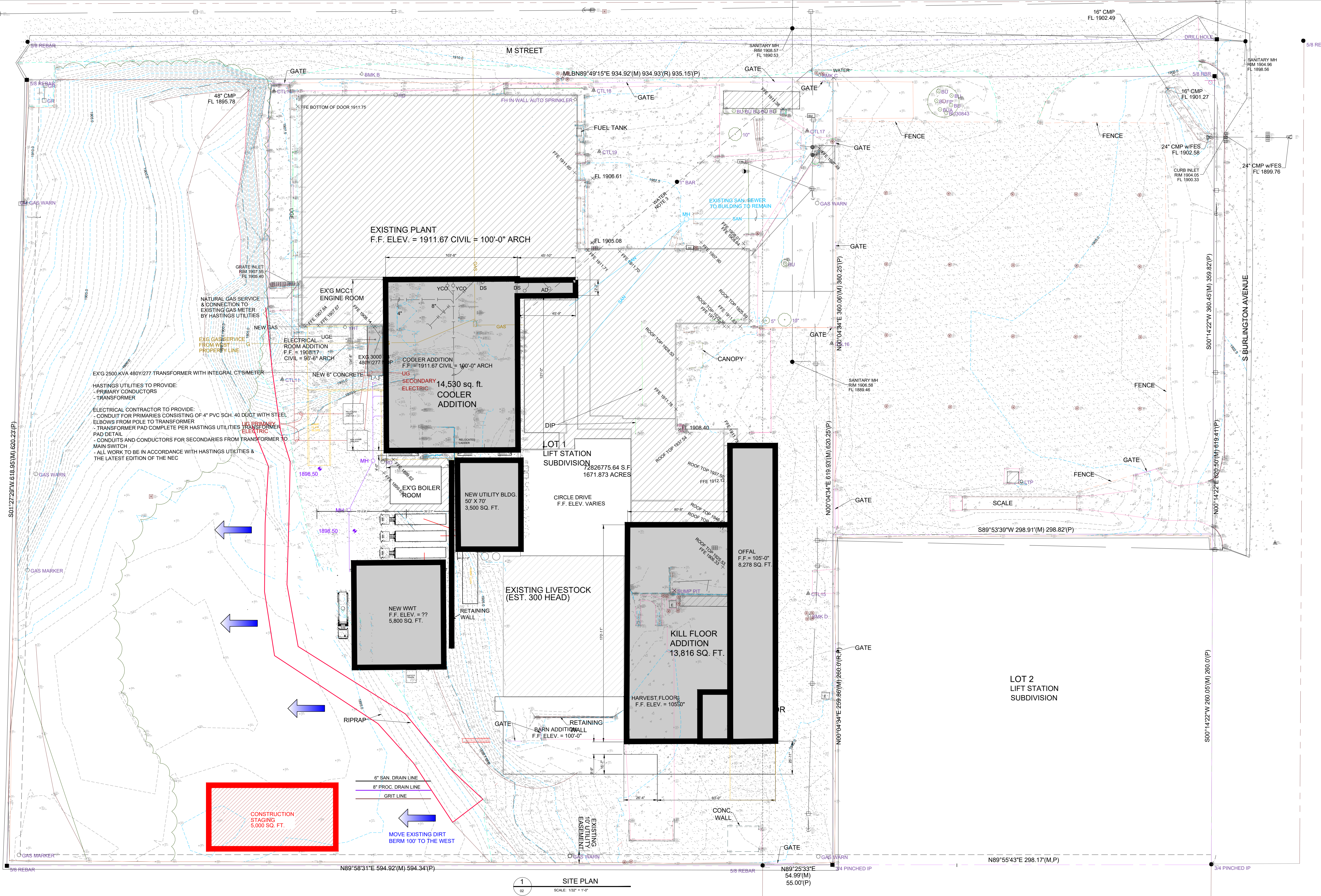
SUPPORT

We have received substantial support at the local, state and federal level.

- Awarded: \$10MM from the Meat and Poultry Processing Expansion Program phase 2 Grant
- Awarded: \$1MM from the Community Development Block Grant, 50% forgiveness with conditions
- Nebraska Enterprise Fund is backing project with \$5MM in loans

COMMUNITY BETTERMENT

- Offer classes for Citizenship and ESL
- Priority Hiring to LMI candidates
- Employee meat purchasing program to reduce food costs for individuals



1
02
SITE PLAN
SCALE: 1/32" = 1'-0"

LOT 3
LIFT STATION
SUBDIVISION

Pens addition

Existing pens

A detailed floor plan of a building, likely a school, with various rooms and corridors. A large, semi-circular area in the center is highlighted in pink and labeled "Area-A". Within this area, a rectangular section is outlined in red and labeled "Slaughter Light const.". The plan includes numerous rooms, corridors, and stairwells, with various colored lines and markers indicating specific features or boundaries. A large circular arrow in the upper left corner indicates a clockwise direction.

A detailed floor plan of a building, likely a school, with various rooms and corridors. A large, semi-circular area in the center is highlighted in pink and labeled "Area-A". Within this area, a rectangular section is outlined in red and labeled "Slaughter Light const.". The plan includes numerous rooms, corridors, and stairwells, with various colored lines and markers indicating specific features or boundaries. A large circular arrow in the upper left corner indicates a clockwise direction.

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Area- "D"

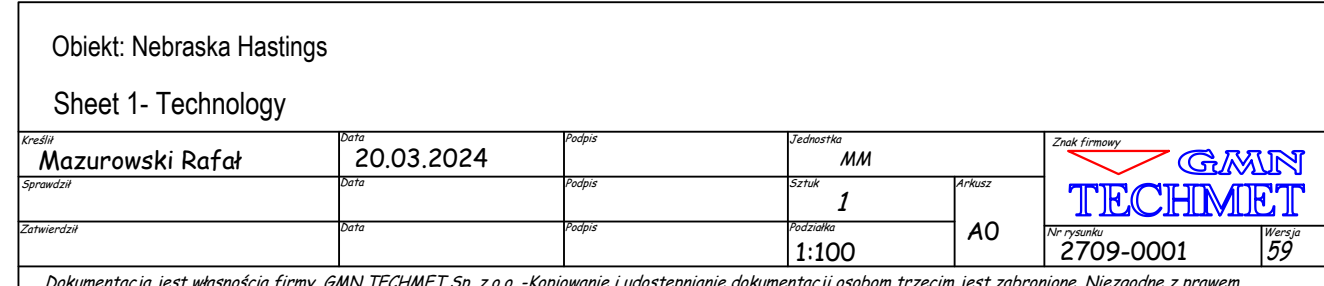
Miscellaneous program

Light const.

Area- "D"

Miscellaneous program

Light const.







File Nos.

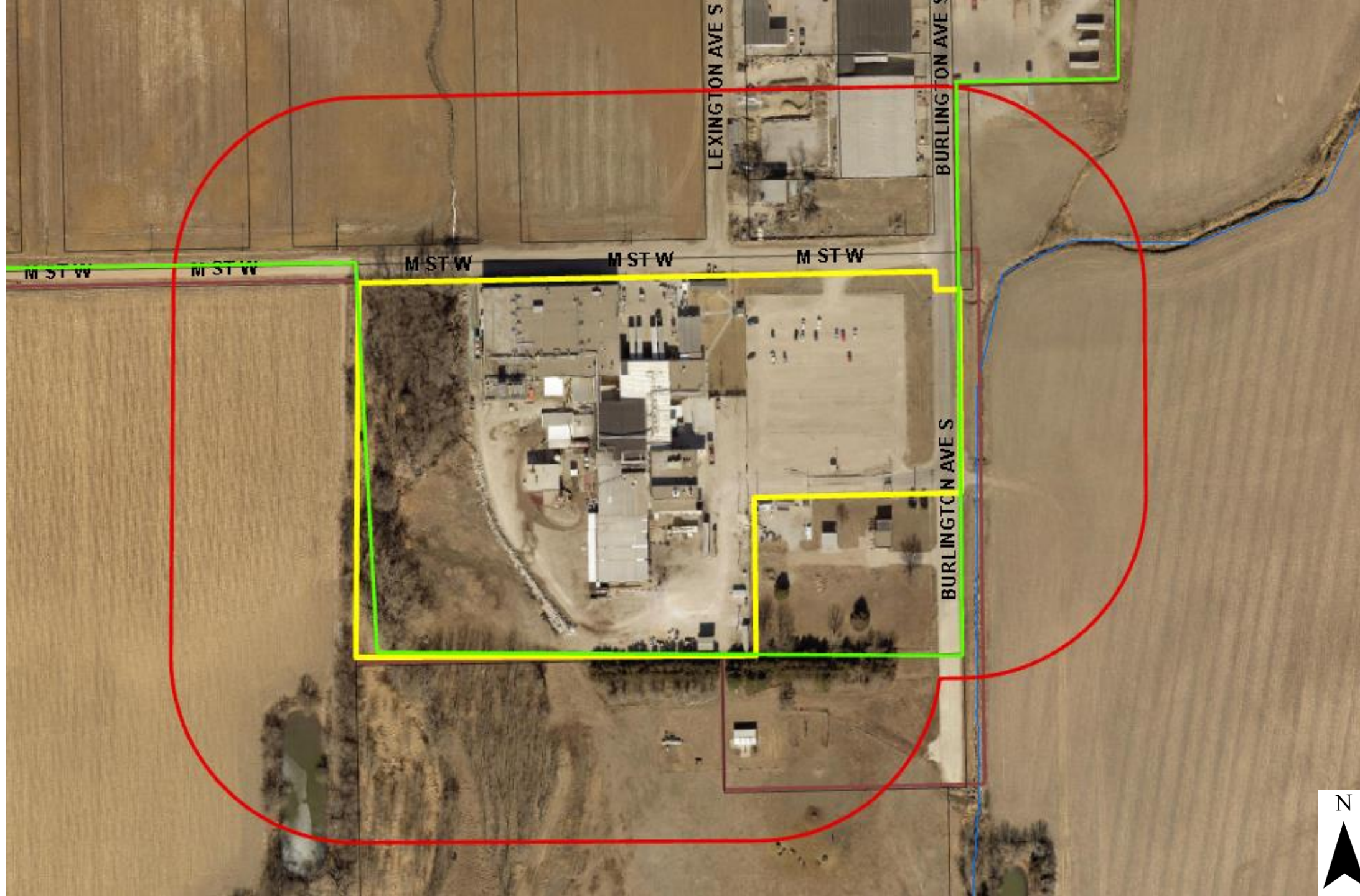
2024-302

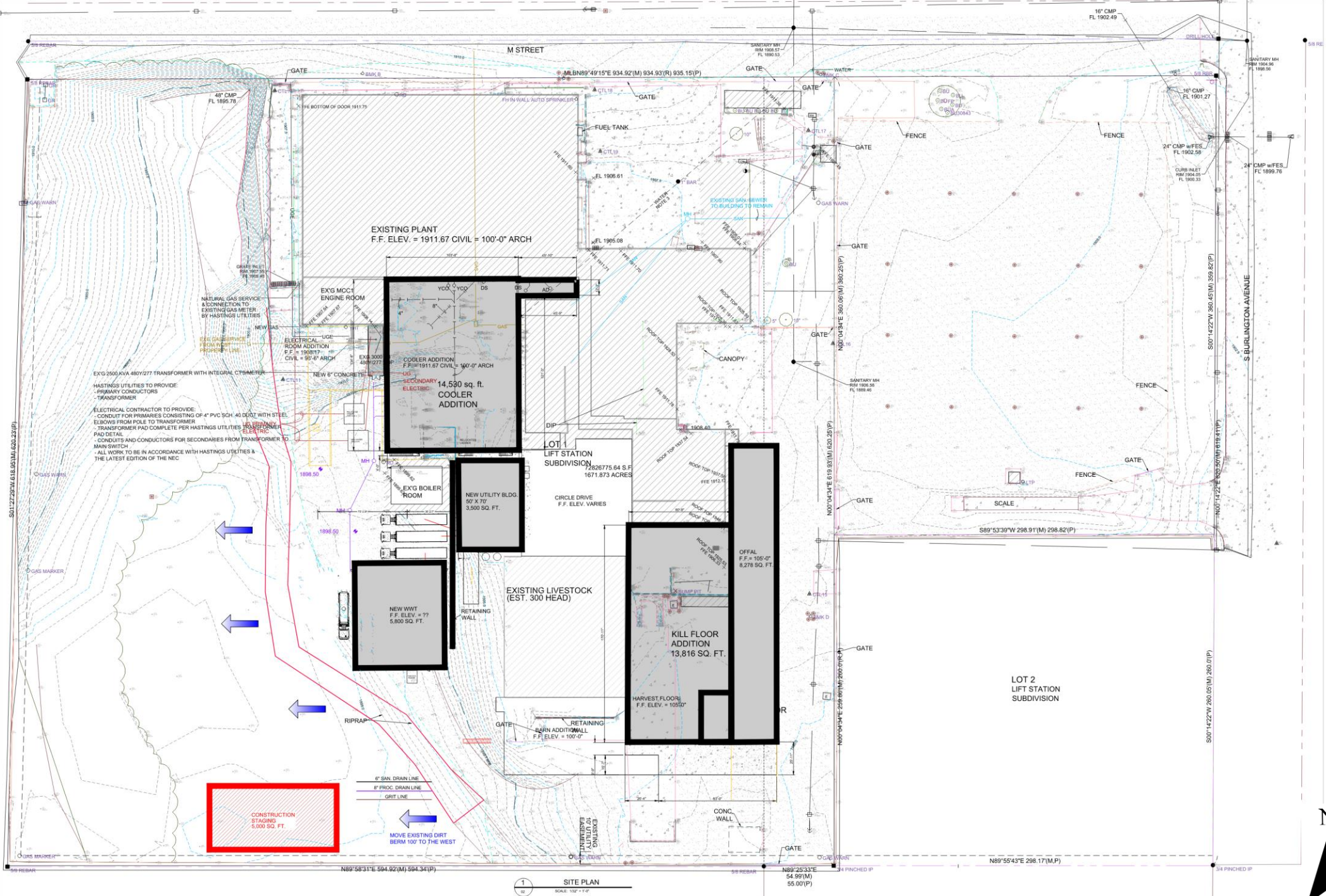
Projects

A public hearing to consider a request for a Conditional Use for the expansion of the Noah's Ark Processors Meat Packing plant – 1009 West M Street

Applicant

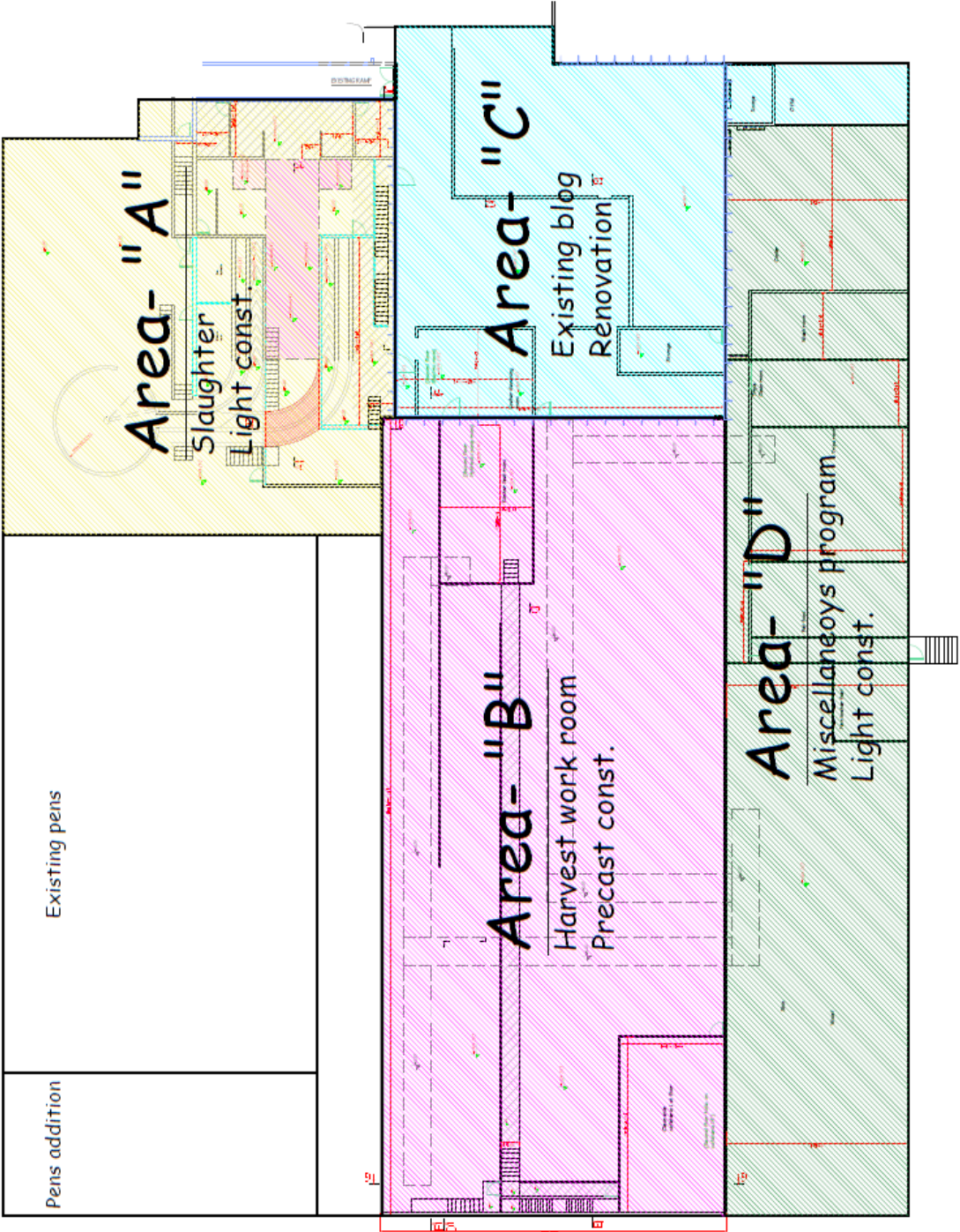
Noah's Ark Processors





1 SITE PLAN
SCALE: 1" = 10'







WM ST

WM ST

WM ST

WM ST

S BURLINGTON AVE

S BURLINGTON AVE

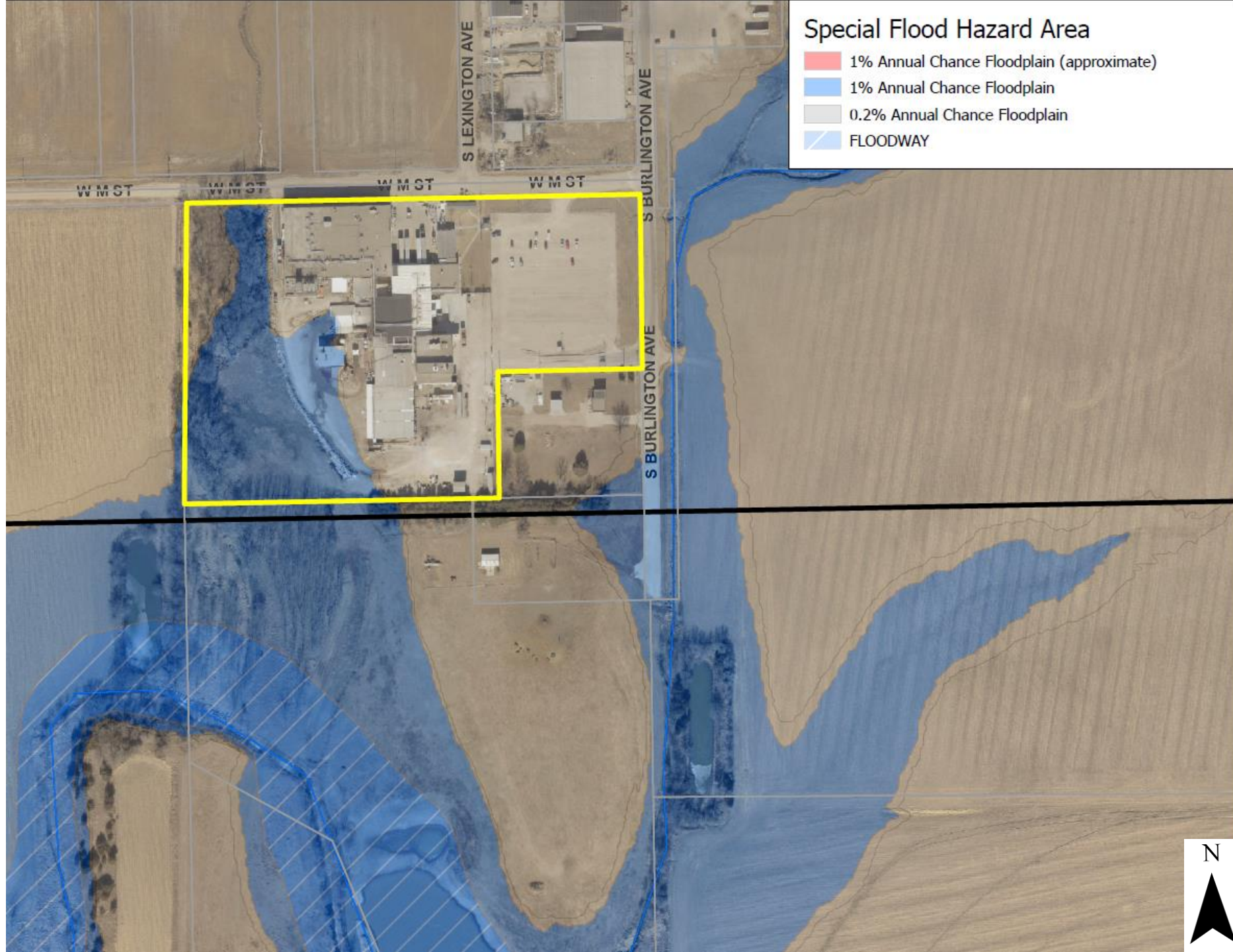


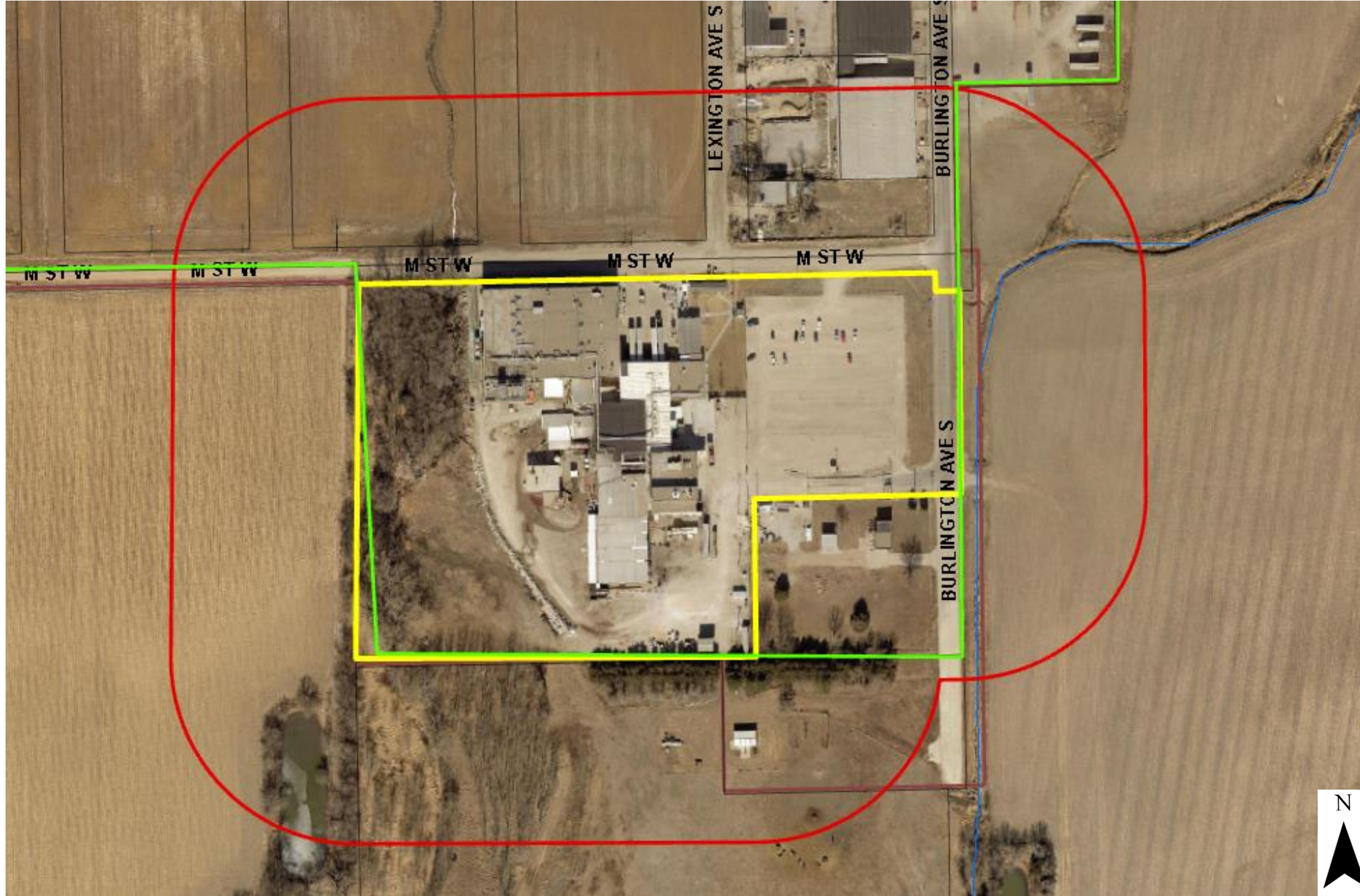
Redevelopment
Area #5

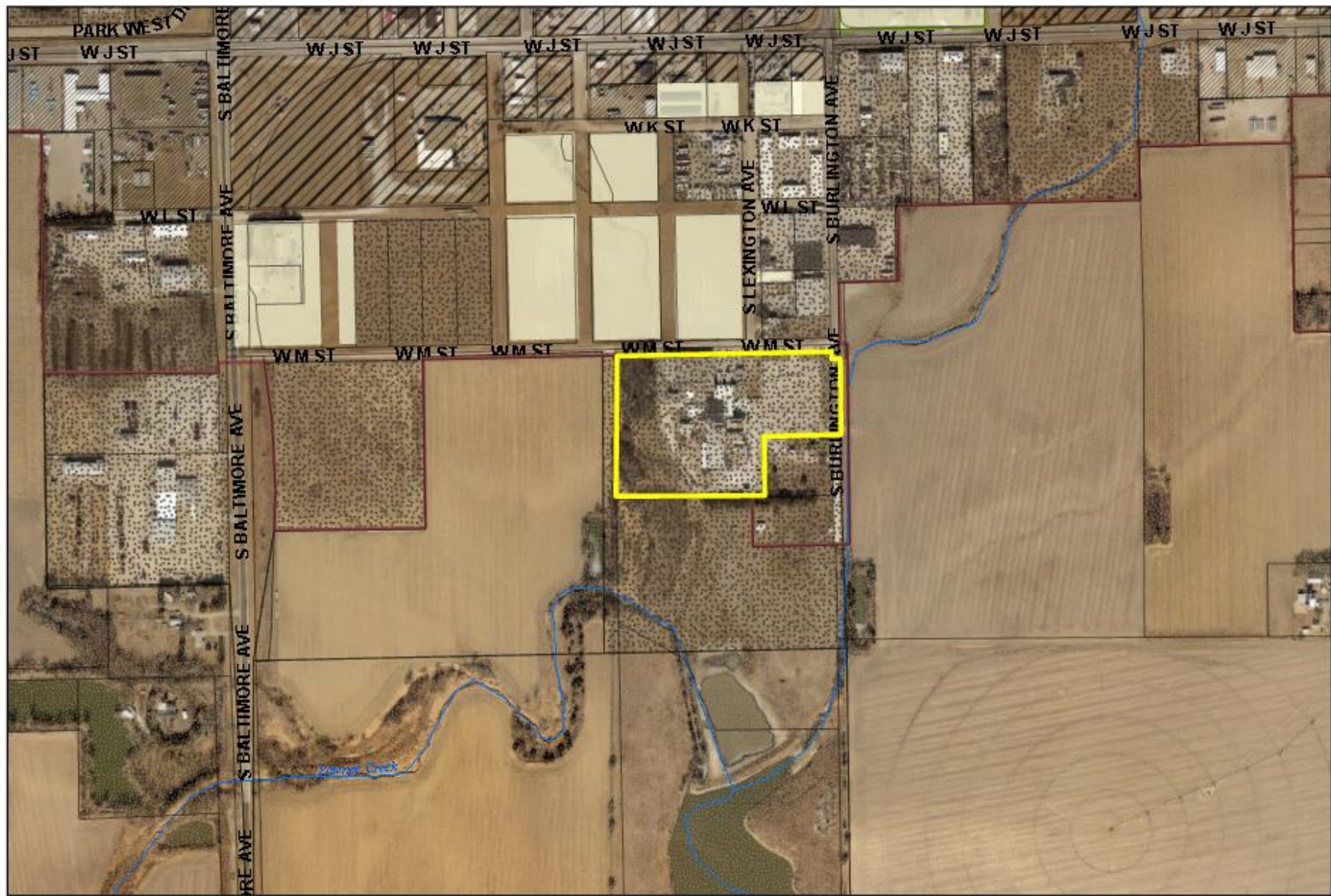
Noah's Ark Processors
Redevelopment Project

N









City Zoning



Staff Findings Summary for Conditional Use

- The added daily truck and vehicle traffic to and from the site from the proposed expansion should have a minimum impact on the surrounding road network and surrounding properties.
- The project will relocate existing utilities on the site. The proposed expansion will be a reasonable and economical use of public utilities.
- There should not be an increase in noise, fumes, or other environmental pollution by the expansion when compared to the existing plant.
- The proposed plant expansion maintains a local and efficient development pattern and land use mixture.
- The proposed expansion of the meat packing plant should not adversely impact the property values in the surrounding area. The majority of these uses are similar industrial uses or highway commercial uses.

Staff Recommendation

Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the **CONDITIONAL USE PERMIT APPLICATION** for the expansion of the existing meat packing plant at 1009 West M Street, in the I-2, Heavy Industrial District, with the following conditions:

1. The site plan must be constructed as proposed.
2. The Conditional Use Permit applies to the potentially acquired City land for additional parking and driveways for the site.
3. All applicable permits must be acquired before construction.
4. This conditional use permit is valid for 180 days after approval by the City Council.



HASTINGS

Nebraska

Department: Development Services
Staff Contact: Ember Batelaan, Chad Bunger
Planning Commission Meeting Date: 9/17/2024
File No: 2024-301
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

The Hastings Community Redevelopment Authority, on behalf of Noah's Ark Processors, have applied for a Redevelopment Plan Modification 2024-7 in Redevelopment Area #5 for the Noah's Ark Processors Redevelopment Project. The Redevelopment Plan Modification is to expand and rehabilitate the Noah's Ark Processors at 1009 M Street.

Names of People/Business affected by this action:

The applicant, the people of Hastings, the Community Redevelopment Authority, and the City

Why Planning Commission action is required:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall submit such plan to the planning commission or board of the city in which the redevelopment project area is located for review and recommendations as to its conformity with the general plan for the development of the city as a whole. The planning commission or board shall submit its written recommendations with respect to the proposed redevelopment plan to the authority within thirty days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission or board or, if no recommendations are received within such thirty days, then without such recommendations, an authority may recommend the redevelopment plan to the governing body of the city for approval (N.R.S 18-2112).

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

The City Council is scheduled to review this Redevelopment Plan Modification on October 14, 2024.

Department head comments:

Development Services staff have reviewed the application for the Noah's Ark Processors Redevelopment Project and Redevelopment Plan Modification of Area #5. The complete details of the staff review and recommendation are in the attached staff report.

Recommendation:

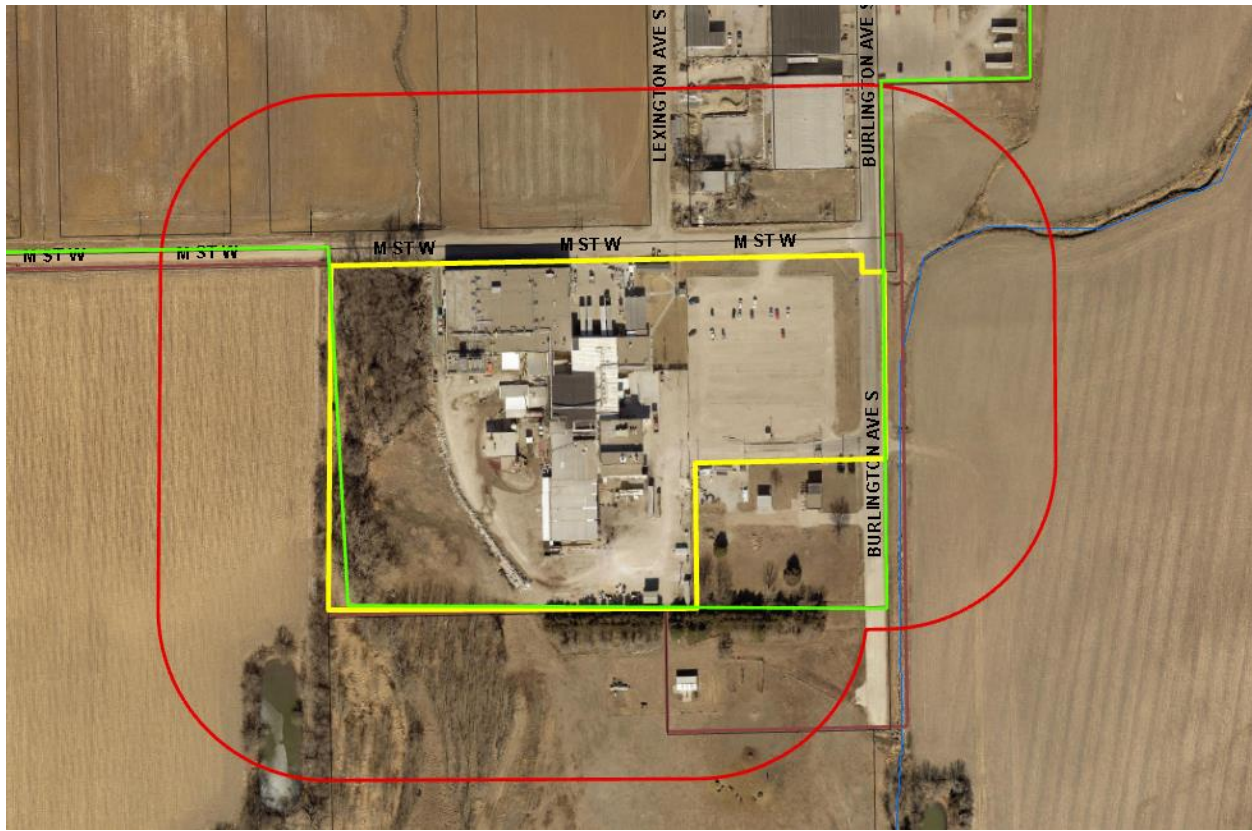
Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a **REDEVELOPMENT PLAN MODIFICATION** for the Noah's Ark Processors Redevelopment Project, generally located southwest of the intersection of West M Street and South Burlington Avenue, based on the findings in the staff report and Redevelopment Plan Modification materials.



City of Hastings Planning Commission

STAFF REPORT

Request to Modify Redevelopment Plan:	Noah's Ark Processors Redevelopment Plan (Plan Modification No. 2024-7)
Case No.	2024-301
Applicant	Hastings Community Redevelopment Authority, on behalf of Noah's Ark Processors
Property Location:	Southwest of the intersection of West M Street and South Burlington Avenue, on the west side of South Burlington Avenue.
Lot Size:	11.89 acres
Date of Public Hearing:	September 17, 2024
Current Zoning	I-2, Heavy Industrial District
Adjacent Zoning:	North: R-1 District East: A District South: I-2 District West: A District



DESCRIPTION OF PROPOSED REDEVELOPMENT PLAN MODIFICATION REQUESTS:

The Hastings Community Redevelopment Authority (CRA) has made an application for the Redevelopment Plan Modification of Area #5 for the expansion and the rehabilitation of the facility at Noah's Ark Processors. Noah's Ark Processors has requested the use of tax increment financing (TIF) to pay for eligible expenses for the development, which can include, relocation of utilities, remodeling, and rehabilitating the property.

The property is within Redevelopment Area #5. The Blight and Substandard Determination and General Redevelopment Plan were approved in May 1992. The boundaries of Redevelopment Area #5 were modified in 2004 as part of a previous plan modification. The redevelopment plan, proposes the following planning and redevelopment actions:

- Reclassify land use and zoning districts to produce an acceptable land use pattern;
- Systematic removal of substandard and dilapidated structures within the area;
- Rehabilitation of both owner and renter occupied single family structures in areas experiencing stable, low density residential conditions;
- Consideration for planned open space, in the form of small-scale neighborhood parks;

- Improved, planned off-street parking;
- Scattered street development and improvements within the area, accompanied with storm sewer, curbing, street lighting and sidewalk improvements;
- Public assemblage of land to allow for planned multi-family residential and commercial development;
- Increased density for residential areas;
- Consideration for screening and/or buffering of commercial areas from residential uses;
- Improved planned streetscapes within the area;
- Code enforcement program for the clean-up of areas in violation and detrimental to health, safety and general welfare of the community; and
- Public assemblage of the Union Pacific Rail Line proposed for abandonment for the development of passive recreation uses.

The proposed redevelopment, named Noah's Ark Processors Redevelopment Project, would rehabilitate the Noah's Ark Processors facility.

Property Description:

The property consists of the Noah's Ark Processors, also known as WR Reserve. The project would include an addition of 25,000 square feet and modernization of 8,120 square feet to increase processing capacity. Additional expansion projects are proposed for the property that will not be funded by tax increment financing.

STANDARDS TO PROPOSED REDEVELOPMENT PLAN MODIFICATION:

The provisions of N.R.E 18-2116 regulate the process of modifying a redevelopment plan within the City and its extraterritorial jurisdiction for a proposed development.

The City Council, by recommendation from the City Planning Commission, will base its decision on the following:

- a) Is the proposed Redevelopment Plan Modification feasible and in conformity with the Comprehensive Plan (general plan) for the development of the City of Hastings, as a whole, and is it in conformity with the legislation declarations and determinations?**

Based on the application materials provided by the Hastings CRA, the proposed redevelopment project appears to be feasible.

The TIF funding was shown as a local source of funds in multiple state and federal grant applications and would produce an outside investment of \$88 for every TIF dollar of investment.

The City of Hastings “Imagine Hastings” Comprehensive Plan, adopted in 2009, shows the site as the Rural Residential land use category. The policy statement for this use designation is:

This category provides for large-lot and estate residential development. This category is intended to allow for flexibility of choice for individuals preferring a rural residential environment. Densities associated with this type of development are generally in the 1 unit per 5 acres and greater range. This category can be adjacent to the higher intensity residential uses including suburban and urban. Development in this area should not expect the full range of municipal services (water, sewer, paved streets, etc.) to be delivered, unless located adjacent to existing or planned services that can logically and cost-effectively be expanded in the future. Ultimately, the development pattern in this area is intended to retain its rural character and in areas close to urban services should not hinder the future growth and development of the city at greater intensities. A “build through” methodology to address currently rural areas that are identified for future suburban and/or urban development should be used. This methodology allows for interim residential development to occur until a property is ready for its ultimate development pattern as defined by this plan. Cluster development within rural areas can also be accommodated under the build through development methodology. (Clustering is defined in the Development section of this Chapter.) The build through development approach will be defined in the zoning ordinance.

The rural residential category can accommodate a higher intensity of residential development known as “cluster development.” Net density of 1+ unit(s)/acre can be achieved through clustering residential units on a portion of land and leaving the remaining land undeveloped. Clustering can assist in protecting the natural and rural character of portions of Adams County through environmentally sensitive development. The key to clustering is the provision/availability of utilities to serve the development. This is particularly useful practice in areas where the agricultural uses, floodplains, and other inherent environmental qualities impact the amount of developable land.

While, the area is designated as a rural residential land use type, the development in the area is primarily commercial and industrial. The existing structure and use on the site has been established several decades ago. Since this structure and surrounding structures existed prior to the 2009 Comprehensive Plan, the plan clearly did not take into account what was already in the area. Additionally, the Comprehensive Plan is 15 years old and does not account for the continued commercial and industrial development that has occurred in the area.

The existing zoning of the property is I-2, Heavy Industrial District, which permits a slaughterhouse/meat packing facility as a conditional use. The applicant has applied for a conditional use permit.

Based on the City staff's review, the proposed redevelopment plan modification is feasible, but does not conform with the City's Comprehensive Plan. However, due to the existing development of the area, the project fits the area.

b) If the proposed redevelopment plan is to use tax increment financing (TIF):

i. Would the redevelopment project in the plan be economically feasible without the use of tax-increment financing?

Based on the information in the Noah's Ark Processors Redevelopment Plan Modification application materials, the proposed development would not be economically feasible without the use of tax-increment financing.

The developer's project financial plan shows the total expenses to be \$44,500,000. The sources of funds used to pay for the project include a USDA Meat and Poultry Processing Expansion Program Grant (\$10,000,000), a New Market Tax Credit Grant (\$4,000,000), a CDBG Grant/Loan (\$1,000,000), a Nebraska Enterprise Fund Loan (\$5,000,000), a Heartland Financial Loan, and a TIF Loan.

The developer is seeking \$500,000 in TIF funding, which will be in the form of a loan amortized over 15 years. These funds will cover the gap in financing and other funding sources for the development.

As stated on page 7 of the plan modification documents, the \$500,000 TIF funding was shown as a local source of funds in multiple state and federal grant applications. The investment of TIF funding would secure an outside investment of \$88 for every TIF dollar of investment.

ii. Would the redevelopment project not occur in the community redevelopment area without the use of tax-increment financing?

The expansion of the existing facility will eliminate an outdated and substandard building and provide employment opportunities for an additional 40 employees.

As previously stated, the proposed development needs the financial support from TIF to make the development feasible.

Based on the need for outside funding sources, which had TIF funding shown as a local source of funds on the grant applications, the project would not be feasible without the use of TIF and would most likely not occur.

- iii. **Is the costs and benefits of the redevelopment project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services in the long-term best interest of the community impacted by the redevelopment project?**

Based on the information in the redevelopment plan modification documentation, the proposed development will be in the long-term best interest of the community.

The proposed redevelopment creates a new valuation from the rehabilitation and expansion of an industrial facility, which will support taxing entities after the project is paid off. Additionally, while upgrades to the sewer, water, and electric system will be required, the rehabilitation will add life safety elements to the building and should not negatively impact the fire and police protection. The project will not have a negative impact on employers and employees of businesses located within the boundaries of the redevelopment area. The project will also not have a negative impact on other employers in any manner different from any other expanding business within the Hastings area and will create approximately 40 jobs. The development will not have any housing and is not anticipated to impact the schools in any significant way.

- c) **Is the proposed redevelopment plan within a designated enhanced employment area? If so, will the new investments proposed with the redevelopment plan modification increase employment in the area by five new employees and new investment of \$250,000?** This standard does not apply, as the area is not in a designated enhanced employment area.

STAFF COMMENTS: Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a **REDEVELOPMENT PLAN MODIFICATION** for the Noah's Ark Processors Redevelopment Project, generally located southwest of the intersection of West M Street and South Burlington Avenue, on the west side of South Burlington Avenue, based on the findings in the staff report and the Redevelopment Plan Modification materials.

PREPARED BY: Ember Batelaan, City Planner

DATE: September 4, 2024

ATTACHMENTS:

1. Redevelopment Plan Modification materials
2. 2004 Redevelopment Area Number 5 Boundary Modification
3. 1992 Redevelopment Area Number 5 Blight and Substandard Determination Study
4. 1992 Redevelopment Area Number 5 Redevelopment Plan

REDEVELOPMENT PLAN #5
PLAN MODIFICATION NO. 2024-7
(Noah's Ark Processors, LLC Redevelopment Project)

The Community Redevelopment Authority (CRA) of the City of Hastings intends to amend the Redevelopment Plan for Area #5 within the city, pursuant to the Nebraska Community Development Law (the "Act") and provide for the financing of a specific project in Area #5.

Executive Summary:

Project Description

THE REDEVELOPMENT OF THE BUILDING LOCATED AT 1009 WEST "M" STREET FOR COMMERCIAL AND INDUSTRIAL USES, INCLUDING THE MODERNIZATION OF 8,120 SQUARE FEET OF THE EXISTING FACILITY AND THE ADDITION OF 25,000 SQUARE FEET TO THE HARVEST FLOOR AND HOT BOXES INCLUDING FIRE/LIFE SAFETY IMPROVEMENTS AND BUILDING REHABILITATION AND REMODELING.

The use of Tax Increment Financing to aid in rehabilitation expenses and construction costs associated with redevelopment of the property to include the addition of 25,000 square feet and modernization of 8,120 square feet to increase processing capacity. The use of Tax Increment Financing is an integral part of the development plan and necessary to make this project feasible. The project will result in the expansion and rehabilitation of the facility and will increase the processing capacity in order to better serve existing and new customers in domestic and international markets, while also increasing the number of producers from which Noah's Ark purchases live cattle. These improvements will extend the life of the property and prevent the reoccurrence of blighted and substandard conditions. This project would not be possible without the use of TIF.

Noah's Ark Processors, LLC has provided a commitment for financing to cover the costs associated with the remodeling and rehabilitation of this building and the Hastings Community Redevelopment Authority (CRA) intends to pledge the ad valorem taxes generated over the 15-year period beginning January 1, 2027 towards the allowable costs and associated financing for rehabilitation.

TAX INCREMENT FINANCING TO PAY FOR THE REHABILITATION OF THE PROPERTY WILL COME FROM THE FOLLOWING REAL PROPERTY:
Property Description (the "Redevelopment Project Area")

1009 W. "M" Street in Hastings Nebraska

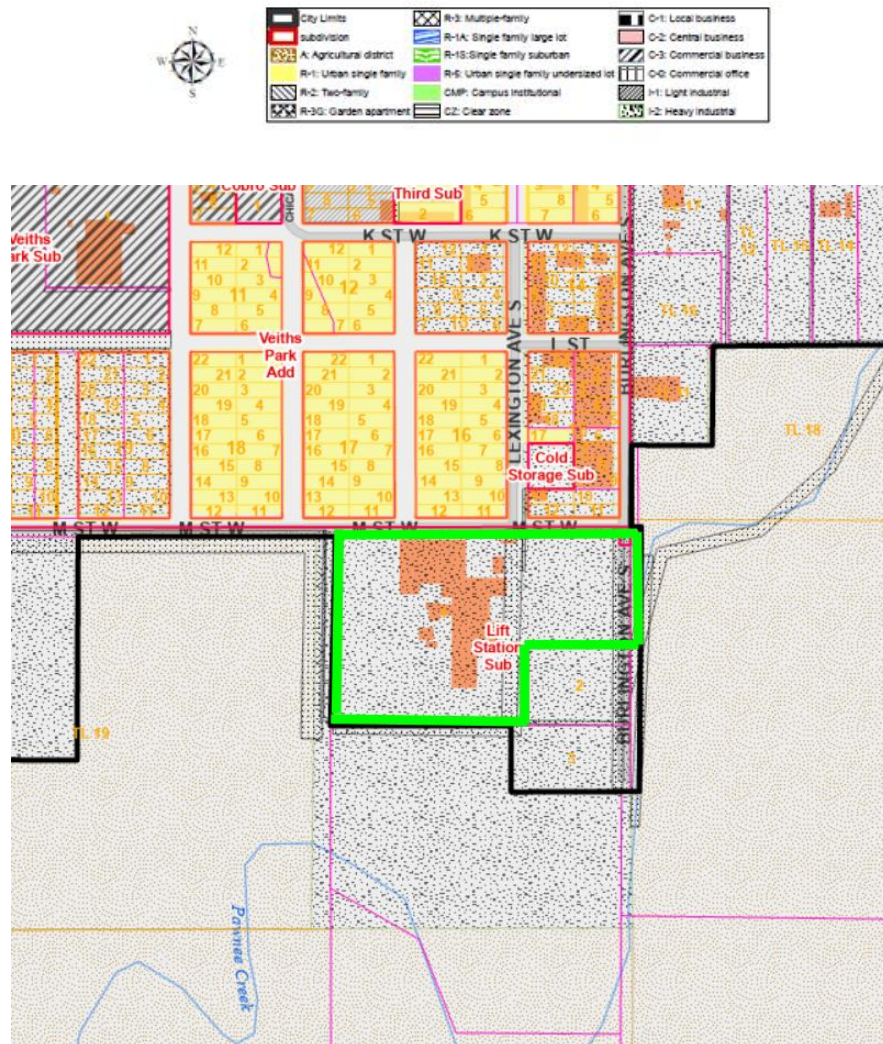
Legal Description:

Lot One (1), Lift Station Subdivision to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof.

The West Half of the Northeast Quarter (W1/2 NE1/4) of Section Twenty-Four (24), Township Seven (7) North, Range Ten (10) West of the 6th P.M., Adams county Nebraska, EXCEPT the North 733 feet thereof and further EXCEPT the South 325 feet of the North 10458 feet of the West 265 feet thereof, subject to road on the West side thereof and EXCEPT the West Twenty-Five (25) feet of the South 265.75 feet of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) of Section 24, Township 7 North, Range 10 West of the 6th P.M., Adams County, Nebraska, and EXCEPT The West 25.00 feet of the North 60.00 feet of the Southwest Quarter of the Northeast Quarter (SW1/4 NE1/4) of Section 24, Township 7 North, Range 10 West 6th PM, Adams County, Nebraska.

Lots Four (4), Five (5), Six (6), Seven (7), Eight (8) and Nine (9), Block Three (3), Veith's Park Addition to the City of Hastings, Adams County, Nebraska, according to the recorded plat thereof.

Map of Existing Land Use and Proposed Redevelopment Site



The tax increment will be captured for the tax years the payments for which become delinquent in years 2027 through 2041 inclusive.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase will come from rehabilitation of this building for commercial and industrial uses as permitted in the I-2 Heavy Industrial Zoning District.

Statutory Pledge of Taxes.

In accordance with Section 18-2147 of the Act and the terms of the Resolution providing for the issuance of the TIF Note, the Authority hereby provides that any ad valorem tax on the Redevelopment Project Area for the benefit of any public body be divided for a period of fifteen years after the effective date of this provision as set forth in the Redevelopment Contract, consistent with this Redevelopment Plan, said taxes shall be divided as follows:

- a) That portion of the ad valorem tax which is produced by levy at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and
- b) That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

Pursuant to Section 18-2150 of the Act, the ad valorem tax so divided is hereby pledged to the repayment of loans or advances of money, or the incurring of any indebtedness, whether funded, refunded, assumed, or otherwise, by the CRA to finance or refinance, in whole or in part, the redevelopment project, including the payment of the principal of, premium, if any, and interest on such bonds, loans, notes, advances, or indebtedness.

Redevelopment Plan Amendment Complies with the Act:

The Community Development Law requires that a Redevelopment Plan and Project consider and comply with a number of requirements. This Plan Amendment meets the statutory qualifications as set forth below.

- 1. The Redevelopment Project Area was first declared blighted and substandard by action of the Hastings City Council on the 27th of May, 1992. (§18-2109) Such declaration was made after a public hearing with full compliance with the public notice requirements of §18-2115 of the Act,**
- 2. Conformation to the General Plan for the Municipality as a whole. (§18-2103 /13) (a) and §18-2110)**

Hastings adopted a Comprehensive Plan on February 24, 2009. This redevelopment plan amendment and project are consistent with the Comprehensive Development Plan, in that no changes in the Comprehensive Development Plan elements are intended. The developer will be required to submit an application for a Conditional Use Permit for the project. This plan merely provides funding for the developer to rehabilitate the building for permitted uses on this property as defined by the current and effective zoning regulations. The Hastings Planning Commission will hold a public hearing at their meeting on September 17, 2024 and will review Plan Modification No. 2024-7 to Redevelopment Plan #5 confirming that this project is consistent with the Comprehensive Development Plan for the City of Hastings.

- 3. The Redevelopment Plan must be sufficiently complete to address the following items: (§18-2103/13) (b)**

a. Land Acquisition:

The Redevelopment Plan for Area #5 provides for real property acquisition and this plan amendment does not prohibit such acquisition. There is no proposed acquisition by the authority.

b. Demolition and Removal of Structures:

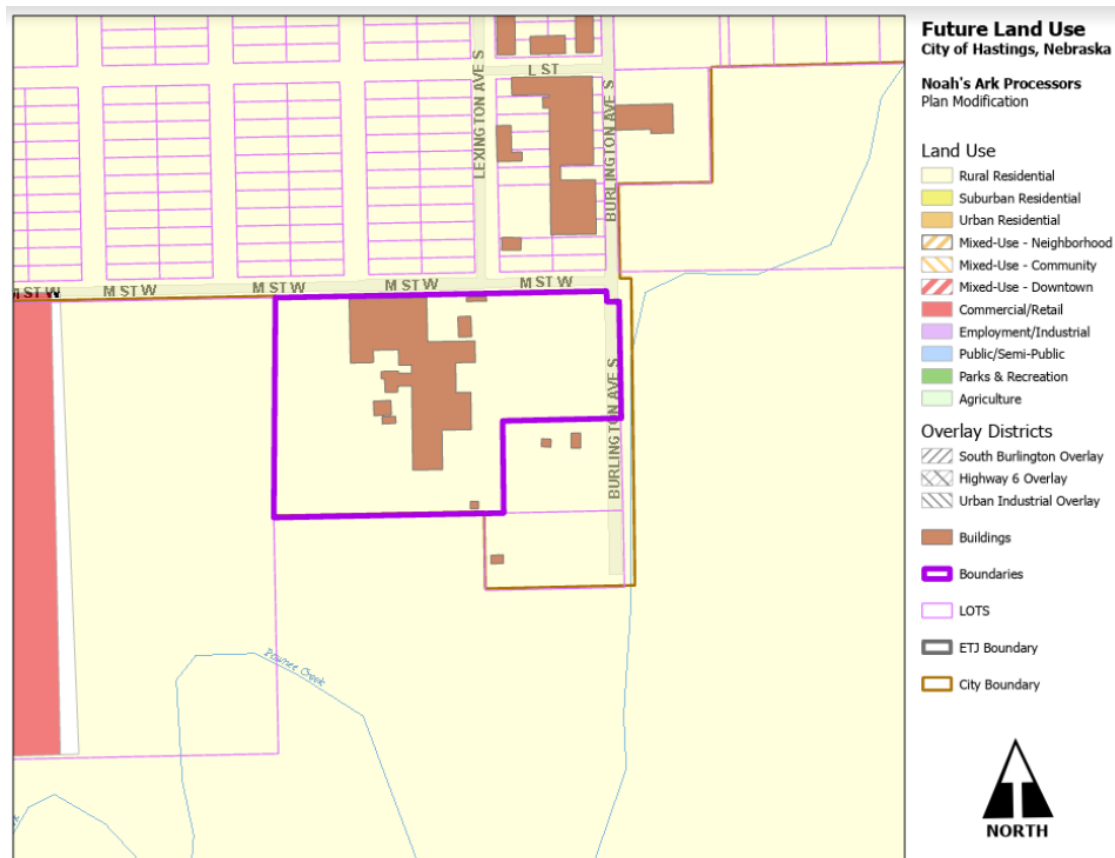
The project to be implemented does not include demolition, however, it does include the modernization of

8,120 square feet and a 25,000 square foot addition to increase processing capacity.

c. Future Land Use Plan

See the attached map from the 2009 Hastings Comprehensive Development Plan. All of the area around the site is in private ownership and is planned for industrial or commercial development; this includes warehousing and industrial uses within the same structure. This property is in private ownership [§18-2103(b) and §18-2111) and the attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5))

Future Land Use Map



d. Changes to zoning, street layouts and grades or building codes or ordinances or other planning changes

The area is zoned I-2 Heavy Industrial and no zoning changes are anticipated with this project. However, the project will require a Conditional Use Permit and the developer has submitted an application for said permit. No changes are anticipated in street layouts or grades. No changes are anticipated in building codes or ordinances nor are any other planning changes contemplated. [§18-2103(b) and §18-2111]

e. Site Coverage and intensity of Use

The developer is proposing to increase the size of the building; however, the addition and the current building will meet the applicable regulations regarding site coverage and intensity of use. [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

Sewer and water upgrades estimated at \$530,000 will be required to support this development and the developer will contract with Hastings Utilities or a qualified contractor to make these improvements. In addition, electric upgrades estimated at \$200,000 including relocation of an electric line and installation of a new transformer to serve the project will be required. The developer will also update the company's water treatment facilities as part of the project. These expenses are TIF eligible expenses and a portion of these improvements will be paid for utilizing TIF funding. No other utilities would be impacted by the development. [§18-2103(b) and §18-2111]

4. The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. This property has been utilized for industrial uses only and no relocation is contemplated or necessary. [§18-2103.02]

5. No member of the Authority, nor any employee thereof holds any interest in any property in this Redevelopment Project Area. [§18-2106] No members of the authority or staff of the CRA has any interest in this property.

6. Section 18-2114 of the Act requires that the Authority consider:

a. Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.

The developer owns this property and acquisition is not part of the request for tax increment financing. The estimated costs of rehabilitation, renovation of the property, planning related expenses for architectural and engineering services, and infrastructure is \$22,700,000 and are included as TIF eligible expenses. The CRA has been asked to grant \$500,000 to this project to offset the cost of TIF eligible expenditures.

No property will be transferred to redevelopers by the Authority. The developer will provide and secure all necessary financing.

b. Statement of proposed method of financing the redevelopment project.

The developer will provide all necessary financing for the project. The Authority will assist the project by granting the sum of \$500,000 from the proceeds of the TIF. This indebtedness will be repaid from the Tax Increment Revenues generated from the project. TIF revenues shall be made available to repay the original debt and associated interest after January 1, 2027 through December 2041.

c. Statement of feasible method of relocating displaced families.

No families will be displaced as a result of this plan.

7. Section 18-2113 of the Act requires:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

The Authority has considered these elements in proposing this Plan Amendment. This amendment, in and of itself will promote consistency with the Hastings Comprehensive Development Plan. This will have the intended result of preventing recurring elements of unsafe buildings and blighting conditions. This will accomplish the goal of both the Hastings City Council and the Community Redevelopment Authority of expanding employment opportunities within the community.

8. Time Frame for Development

Development of this project is anticipated to be completed between January 2025 and March of 2027. Excess valuation should be available for this project for 15 years beginning with the 2027 tax year.

9. Justification of Project

The primary goal of the Noah's Ark Processors expansion project is to increase processing capacity in order to better serve existing and new customers in domestic and international markets, while also increasing the number of producers from which Noah's Ark purchases live cattle.

To achieve this goal, the company will:

- Increase slaughter and processing through the expansion of current bottlenecks in the harvest floor and hot box areas. Currently the company processes approximately 550 cattle per day, but will be targeting 1,200 per day after expansion.
- Add 25,000 square feet and modernize 8,120 square feet to increase processing capacity – bringing more supply and serving kosher and non-kosher markets, combatting disruption, consolidation, in part by sourcing from a wider variety of smaller producers.
- Broaden its producer base by 20%, increasing annual producers from 273 to 327.
- Fully serve existing customers in premium domestic kosher markets, providing higher margins and premiums for producers.
- Diversify and broaden customer base in domestic and international markets, increasing from 175 active customers to 210, providing diversification and resiliency to the supply chain and producer market.

The 82,000 square foot processing plant sits on 14 acres in a heavy industrial zoned district located in and served by the City of Hastings, NE. The expansion project will result in the modernization of 8,120

square feet of the existing facility and the addition of 25,000 new square feet to the harvest floor and hot boxes.

Currently, the plant employs an average of 357 full time equivalent employees and processes approximately 550 head per day (260 slaughter days in 2022 for an average of 144,000 head per year).

The expansion project will capitalize on existing infrastructure and plant improvements in order to efficiently increase production capacity to 1,200 head per day. The current production target, given market dynamics, is 245 days per year, yielding 294,000 head per year.

The facility currently has 357 FTE employees and it is the company's intent that this project will increase revenue and employment opportunities by up to 40 employees. When completed the property will see a significant increase in value and will eliminate an outdated and substandard building by replacing and improving it, bringing the structure up to today's standards and codes which will extend the life of the building and prevent the reoccurrence of blighted and substandard conditions. In addition, completion of the project will keep the company competitive in domestic and international markets, hopefully allowing them to continue to operate in Hastings.

10. Cost Benefit Analysis

Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the plan amendment in the event that Tax Increment Financing will be used. This analysis must address specific statutory issues.

As authorized in the Nebraska Community Development Law, §18-2147, Neb. Rev. Stat. (2012), the City of Hastings has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses.

Approximately \$500,000 in public funds from tax increment financing provided by the Hastings Community Redevelopment Authority will be required to complete the project. The \$500,000 TIF funding was shown as a local source of funds in multiple state and federal grant applications. This investment by the Authority will leverage \$44,000,000 in other public and private sector financing; an outside investment of \$88.00 for every TIF dollar of investment.

USE OF FUNDS		SOURCES OF FUNDS	
Hot Box Expansion and construction	\$ 16,300,000	USDA MPPEP Grant	\$10,000,000
Hotbox - Engineering & Architecture	\$ 3,100,000	New Market Tax Credit Grant	\$4,000,000
Harvest Floor Equip & Addition	\$ 8,000,000	CDBG Grant/Loan	\$1,000,000
Harvest Floor Engineer & Infrastructure	\$ 3,300,000	Nebraska Enterprise Fund Loan	\$5,000,000
Harvest Floor Equip & Addition	\$ 13,800,000	Heartland Financial loan	\$24,000,000
		TIF Loan	\$500,000
Total Uses	\$ 44,500,000	Total Sources	\$44,500,000

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2024, valuation of approximately \$4,117,704. Based on the 2023 levy this would result in a real property tax of approximately \$54,127.40. It is anticipated that the assessed value will increase by \$2,750,000 upon full completion, as a result of the site redevelopment. This development will result in an

estimated tax increase of over \$59,805 annually. The tax increment gained from this Redevelopment Project Area would not be available for use as city general tax revenues, for a period of 15 years, or such shorter time as may be required to amortize the TIF bond, but would be used for eligible redevelopment costs to enable this project to be realized.

2024 assessed value:	\$4,117,704
Estimated value after completion	\$6,867,704
Increment value	\$2,750,000
Annual TIF generated (estimated)	\$59,805
TIF bond issue	\$500,000

(a) Tax shifts resulting from the approval of the use of Tax Increment Financing;

The redevelopment project area currently has a valuation of \$4,117,704. The proposed redevelopment will create additional valuation of \$2,750,000. No tax shifts are anticipated from the project. The project creates additional valuation that will support taxing entities long after the project is paid off.

(b) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project;

Sewer and water upgrades estimated at \$530,000 will be required to support this development and the developer will contract with Hastings Utilities or a qualified contractor to make these improvements. In addition, electric upgrades estimated at \$200,000 including relocation of an electric line and installation of a new transformer to serve the project will be required. Fire and police protection are available and should not be negatively impacted by this development. The addition of life safety elements to this building actually reduces the chances of negative impacts to the fire department.

(c.) Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on employers and employees of firms locating within the boundaries of the redevelopment area.

(d.) Impacts on other employers and employees within the city or village and the immediate area that are located outside of the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on other employers in any manner different from any other expanding business within the Hastings area.

(e) Impacts on the student populations of school districts within the city or village; and

There is no additional housing associated with this project and it is not anticipated that this will impact schools in any significant way.

(f) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

This project is consistent with the goals of the City Council, Community Redevelopment Authority and the Comprehensive Plan of maintaining and expanding high quality industrial environments that will attract, retain and grow business and industry in Hastings.

Time Frame for Development

Development of this project is anticipated to be completed during between November of 2024 and March of 2027. The base tax year should be calculated on the value of the property as of January 1, 2024. Excess valuation should be available for this project for 15 years beginning in 2027 with taxes due in 2028. Excess valuation will be used to pay the TIF Indebtedness issued by the CRA per the contract between the CRA and the developer for a period not to exceed 15 years on an amount not to exceed \$500,000.

Hastings City Council

RESOLUTION No. 2004-6

WHEREAS, the Community Redevelopment Authority of the City of Hastings, Nebraska, has prepared the Premium Protein Products Redevelopment Plan Modification, Redevelopment Plan V, Modification No. 13;

WHEREAS, the Community Redevelopment Authority has recommended approval of said and forwarded the Plan Modification to the Hastings City Council for its approval;

WHEREAS, the Plan Modification has been accompanied by the recommendation of the Hastings Planning Commission and other information required by statute;

WHEREAS, the Hastings City Council has now reviewed the Plan Modification and the information required by statute, including, but not necessarily limited to, the Redevelopment Plan Modification, Cost Benefit Analysis, and Redevelopment Plan V, as amended to date, and the general plan for the development of the city as a whole;

WHEREAS, the Hastings City Council held a hearing on the Premium Protein Products Redevelopment Plan Modification on the 9th day of February, 2004; and,

WHEREAS, the Hastings City Council found the Redevelopment Plan Modification to be feasible and in conformity with the general plan of redevelopment of the City as whole, and is in conformity with the legislative declaration and determinations set forth in Neb. Rev. Stat. §§18-2101 et seq, amended from time to time;

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the Hastings, Nebraska, that:

(1) The Premium Protein Products Redevelopment Plan Modification a copy of which is attached hereto, marked Exhibit "A" and incorporated herein by this reference, is hereby approved;

(2) The Community Redevelopment Authority of the City of Hastings, Nebraska, is hereby authorized to take such actions as are necessary to implement the Redevelopment Project, and the actions of the Authority, its officers and/or members are hereby ratified and confirmed in all respects; and,

(3) The Tax Allocation Agreement providing for the division of Tax Increment funds is approved in all respects, and the Mayor is hereby authorized to execute the same and all other documents as necessary to complete the Project in accordance with the Redevelopment Plan Modification.

PASSED AND APPROVED this 9th day of February, 2004.



Richard B. Sherry

Mayor

[Signature]

City Clerk

REDEVELOPMENT PLAN V
PLAN MODIFICATION NO. 13
Premium Protein Products Redevelopment Project

This Modification No. 13 to Redevelopment Plan V (the "Plan") modifies and amends the original Plan which was adopted by the Community Redevelopment Authority of the City of Hastings, Nebraska, on the 26th day of March, 1992, and approved by the City Council on the 28th day of May, 1992, and subsequent amendments thereto, as follows:

Section 1. That Redevelopment Plan V be amended by including the following language after the existing language:

PREMIUM PROTEIN PRODUCT REDEVELOPMENT PROJECT

Project Area

The Authority may undertake a project, to be known as the "Premium Protein Products Redevelopment Project," such project to be located in a "Project Area" as reference in the Community Development Act, Neb.Rev.Stat. §18-2101 et seq. (the "Act"), as amended from time-to-time, of Redevelopment Area V, and legally described as follows:

PLANT:

The North Six hundred Fifty (650) feet of the Southeast Quarter (SE 1/4) of the Northwest Quarter (NW 1/4) of Section Twenty-Four (24), in Township Seven (7) North, Range Ten (10) West of the 6th P.M., except the North Thirty (30) feet and the East Three Hundred Thirty-Five (335) feet of the South Two Hundred Sixty (260) feet thereof, and except that portion thereof previously deeded to Theo D. Haskin and Bina Lee Haskin and more particularly described in Book 145, Page 236 of the Deed Records of said County, as follows:

Beginning at the intersection of the South line of the N 1/2 of the NW 1/4 of Section 24, Township 7 North, Range 10 West of the 6th P.M., and the East line of Highway #281, as said line is described in Deed to State of Nebraska recorded in Book 122, on Page 533, deed records of said County; running thence East along said South line of N 1/2 of NW 1/4, a distance of 1592 feet; thence Southerly on a straight line approximately 2643 feet to the North line of the S 1/2 of the SW 1/4 of said Section 24; thence West along said North line of S 1/2 of SW 1/4 a distance of 1542 feet to said East line of Highway #281, thence Northerly along said East line of Highway #281 a distance of 2644 feet to the point of beginning,

and containing approximately 95.1 acres; also the S 1/2 of the SW 1/4 of said Section 24, Township 7 North, Range 10 West of the 6th P.M., excepting the Highway #281 as deeded to State of Nebraska.

WAREHOUSE PROPERTY:

Lots Four (4) to Nine (9), Inclusive, Block Three (3), Veiths Park Addition to the City of Hastings, Adams County, Nebraska.

The Plan

This Redevelopment Plan has been prepared in accordance with the Community Development Law, Neb. Rev. Stat. §§18-2101 et seq. (The "Act"), as amended, for use by the City of Hastings, Nebraska, and the Community Redevelopment Authority of the City of Hastings, Nebraska (the "Authority") under the relevant provisions of the Act. Prior to adopting this plan, the Authority as required, by the Act, has:

considered whether the proposed land uses and building requirements in the redevelopment project area(s) are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the City and its environs which will, in accordance with present and future needs, general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for light and air, the promotion of the healthful and convenient distribution of the population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of unsanitary or unsafe dwelling accommodations, or conditions of blight.

Neb. Rev. Stat. §18-2113 (Reissue 1997).

The general plan for the development of the City of Hastings, Nebraska, also known as the Comprehensive Development Plan for City of Hastings, Nebraska, as amended from time to time, is incorporated herein by this reference. In the event that the terms and conditions of this Redevelopment Plan are inconsistent with the Comprehensive Plan, the provisions of the Comprehensive Plan shall be controlling. The adoption of this Redevelopment Plan, or any modifications, additions, or amendments hereto, shall not be deemed to be an amendment of The Comprehensive Development Plan.

The designation of areas to be: (1) substandard and blighted areas in need of redevelopment; or, (2)(a) areas essential to the proper clearance or redevelopment of substandard and/or blighted areas or a necessary part of the general community redevelopment program of the City of Hastings; and/or, (b) necessary or convenient to the proper clearance or redevelopment of one or more substandard and blighted areas within the City of Hastings or is a necessary adjunct to the general community redevelopment program of the City of Hastings is the initial step in performing redevelopment activities as indicated in the Act. Once such conditions are found to exist, the Community Redevelopment Authority should proceed with a Redevelopment Plan for each area. The Redevelopment Plan must identify measures to be taken to correct identified problems, future land use of the area, and future zoning intentions for the area. The Authority has previously adopted Redevelopment Plans for eight (8) separate areas of the community.

With the adoption of this plan, the Authority will be recognizing the need to utilize appropriate private and public resources to eliminate or prevent the development or spread of urban blight, to encourage needed urban rehabilitation, to provide for the redevelopment of substandard and blighted areas, and/or to under take such of the aforesaid activities or other feasible municipal activities as may be suitably employed to achieve the goals and objectives set forth herein. The Authority may utilize any powers allowed by the Act to afford maximum opportunity, consistent with the sound needs of the City as a whole, by private enterprise towards the rehabilitation or redevelopment of the Community Redevelopment Areas discussed herein.

This Redevelopment Plan sets forth the plan for the redevelopment of the Premium Protein Products Redevelopment Project Area (to be referred to as the "Redevelopment Project"). Any ad valorem tax levied upon real property in the Redevelopment Project and/or the Redevelopment Area for the benefit of any public body may be divided, for a period not to exceed 15 years after the effective date of that provision by the governing body, as follows:

(a) That portion of the ad valorem tax which is produced by the levy at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body; and

(b) That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to, and when collected, paid into a special fund of the Authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of

money, or indebtedness, including interest and premiums due, have been paid, the Authority shall so notify the County Assessor and County Treasurer, and all ad valorem taxes upon taxable property in such a redevelopment project shall be paid into the funds of the respective public bodies.

See Neb. Rev. Stat. §18-2147 (Reissue 1997).

Land Use Plan

This Redevelopment Plan is proposed to insure the redevelopment of the Project Area as set forth herein. The history of the Project Area reveals that the property has been utilized as an industrial property, with its most recent use being a beef processing facility. The facility closed in November 2002 and was purchased by the Redeveloper, Premium Protein Products, L.L.C., a limited liability company, in February, 2003. The Redeveloper approached the Authority shortly thereafter concerning its desire to rehabilitate and expand the facility. Specifically, the Redeveloper proposes an expansion to allow for the slaughter and processing of multiple types of beef animals. The Redeveloper expects to invest approximately \$8 million in capital and equipment upgrades to the Project Area. 107 new jobs have been or will be created upon completion of the Project. Additional information is as set forth in the Redeveloper's Business Plan (June 2003) and their Application for Assistance, incorporated herein by this reference.

Financing

1. Private Investment

The Redeveloper has set forth a proposed investment schedule which includes the following:

2003 (estimate)

Plant and land acquisition costs	\$ 1,300,000.00
Equipment costs	250,000.00

2004 (estimate)

Land and Plant improvements	2,600,000.00
Equipment Upgrades	3,900,000.00

**TOTAL INVESTMENT
FOR 2003 AND 2004**

\$ 8,050,000.00

2. Tax Increment Financing.

The current assessed valuation for the properties within the Project Areas is One Million Three Hundred Fifty-four Thousand Seven Hundred Ten Dollars (\$1,354,710.00). It is estimated that final valuation of the improvements to the Redevelopment Area will be in excess of Three Million Dollars (\$3,000,000.00). The Authority will utilize tax increment financing to fund indebtedness incurred to provide funds for public improvements and site acquisition and preparation costs. The estimated annual amount of tax increment funds that may be generated upon completion of the project will be Thirty-six Thousand Eight Hundred Dollars (\$36,800.00) (\$1,600,000.00, the estimated increment, divided by 100, times \$2.30, the approximate current total of the applicable tax levy). The Authority shall have the power to collect the increment funds for the maximum allowable time pursuant to the Community Development Act, Neb.Rev.Stat. §18-2101 et seq. (the "Act").

The Authority shall be authorized to utilize tax increment financing for the funding of improvements in accordance the Act, including but not necessarily limited to indebtedness incurred in the acquisition of properties within the Project Area, clearing of the Project Area, funding grants to the Redeveloper and other property owners affected by the Project, capitalization of interest expense, and payment or reimbursement of Authority's expenses, including but not limited to attorney fees.

3. Redevelopment Contract.

The Authority will enter into a Redevelopment Contract with the Redeveloper which will provide, in part, as follows:

- a. Completion of the Project in accordance with plans and specifications to be reviewed by the Authority and/or the City of Hastings, NE. Said development to be in accordance with a "planned" or other commercial or industrial zoning district as may be approved by the Hastings Planning Commission and/or Hastings City Council.
- b. Providing for a grant in the amount of Fifty Thousand Dollars (\$50,000.00) and a low interest loan (2%) in the amount of One Hundred Thousand Dollars (\$100,000.00). To fund the grant and loan, the Authority would borrow up to One Hundred Seventy-five Thousand Dollars (\$175,000.00) to be repaid with Tax Increment Funds ("TIF").
- c. Other terms and conditions as determined by the Authority.

Land Coverage, Etc.

The changes in the land utilization are as noted herein. The current comprehensive plan identifies the Project Area as being designated for industrial development. Current zoning has also identified the Project Area as "industrial."

There shall be no changes in street layout as a result of the project. The redevelopment of the Project Area is not expected to create any significant traffic problems or require additional public transportation, recreational, or other facilities.

Effective Date

The Effective Date of the Project, in accordance with Neb.Rev.Stat. §18-2147 (1) shall be January 1, 2005. Accordingly, the Redevelopment Project Valuation Date shall be January 1, 2004. The Tax Increment Funds, those tax dollars generated from the increase in the valuation of the Project Area after January 1, 2005, will be utilized to provide the funds for the repayment of debt as set forth above.

Section Two. Conformity with General Plan. This Redevelopment Plan is found to be reasonable and in conformity with the general plan for the development of the City as a whole, and the Plan, as amended and modified, is in conformity with the legislative declaration and determinations set forth in Neb. Rev. Stat. §§18-2101 et seq.

HANNA:KEELAN ASSOCIATES, P.C.

HANNA:KEELAN ASSOCIATES, P.C.

COMMUNITY PLANNING & RESEARCH

PRINCIPALS:

Becky J. Hanna
Timothy M. Keelan

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BLIGHT AND SUBSTANDARD DETERMINATION STUDY

EXECUTIVE SUMMARY

Purpose of Study/Conclusion

The purpose of this Study is to determine whether all or part of the designated project area in Hastings, Nebraska qualifies as a blighted and substandard area within the definition set forth in the Nebraska Community Development Law, Section 18-2103.

The findings presented in this Study are based on surveys and analysis conducted for an area referred to as the "Study Area" bounded as follows: North on Baltimore Avenue from "L" Street approximately 610 feet north of Highway 6/34; East to Franklin Avenue; thence North to "F" Street; East on "F" Street to Burlington Avenue; thence North to "B" Street; thence East on "B" Street to approximately Wabash Avenue; thence Southeasterly to California Avenue; North on California Avenue to the Southern edge of the Burlington Northern Railroad Right-of-Way; thence East along the B.N.R.R. to Sixth Avenue; South on Sixth Avenue to Highway 6/34; thence West to Fifth Avenue; South on Fifth Avenue to "B" Street; thence West on "B" Street to First Avenue; North on First Avenue to Highway 6/34; thence West to Southwesterly along Highway 6/34 to "B" Street; thence East approximately 250 feet; South to "D" Street; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to "F" Street; thence East approximately 2,681 feet; thence South to the Union Pacific Railroad Right-of-Way; Northwesterly along the U.P.R.R. approximately 1,600 feet; thence South approximately 1,050 feet; thence West to Highway 6/34 (Elm Street) to Corporate Limits; thence Westerly along the Corporate Limits to Burlington Avenue; North on Burlington Avenue to "K" Street; thence West on "K" Street to Garfield Avenue; South on Garfield Avenue to "L" Street; and West on "L" Street to Baltimore Avenue.

Substandard Area

As set forth in the Nebraska legislation, a substandard area shall mean one which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of:

1. Dilapidated/deterioration;
2. Age or obsolescence;
3. Inadequate provision for ventilation, light, air, sanitation, or open spaces;

4. (a) High density of population and overcrowding; or
- (b) The existence of conditions which endanger life or property by fire and other causes; or
- (c) Any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, and is detrimental to the public health, safety, morals or welfare.

This evaluation included a detailed exterior structural survey of 909 structures within the Study Area; a parcel-by-parcel land use inventory; a field reconnaissance of the entire area, conversations with city department staff members and a review of pertinent reports and documents containing information which could substantiate the existence of blight and substandard conditions.

Blighted Area

As set forth in the Section 18-2103(11) Nebraska Revised Statutes (reissue 1991), a blighted area shall mean "an area, which by reason of the presence of:

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;
9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;

11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;

is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one or more of the following conditions;

1. Unemployment in the study or designated blighted area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time;
4. The per capita income of the study or designated blighted area is lower than the average per capita income of the city or village in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses."

The mere presence of a majority of the stated factors may be sufficient to make a finding of blighted and substandard, however, this evaluation was made on the basis existing blighted and substandard factors must be present to an extent which would lead reasonable persons to conclude public intervention is appropriate or necessary to assist with any redevelopment activities. Secondly, the distribution of blighted and substandard factors throughout the Study Area must be reasonable so basically good areas are not arbitrarily found to be blighted simply because of proximity to areas which are blighted.

On the basis of this approach, the Study Area is found to be eligible as "blighted" and "substandard" within the definition set forth in the legislation. Specifically:

Substandard Factors

Of the four factors set forth in the Nebraska Community Development, one (1) is present to a significant/predominant extent and three (3) are present to a reasonable, but more limited extent.

The substandard factors which are present are reasonably distributed throughout the Study Area. The significant/predominant factor is the existence of conditions which endanger life or property by fire and other causes.

Strong Presence of Factor

The conditions which endanger life or property by fire and other causes were strong in presence and were sufficiently distributed throughout the Study Area to warrant a classification as a predominant factor.

The prevailing conditions evident in the buildings from the field survey included:

1. Inadequate provisions for or lack of means of egress;
2. Excessive debris;
3. Frame buildings; and
4. Vacant and partially vacant buildings.

Reasonable Presence of Factor

Age and obsolescence is prevalent throughout the Study Area. A total of 75.4 percent of the structures were built over twenty (20) years ago, and of these structures 67.5 percent were built over forty (40) years ago.

Dilapidated and deteriorating structures were present to a reasonable extent throughout the Study Area. A total of 16.8 percent of the structures were deteriorating with major deficiencies and 4.7 percent were deteriorated/dilapidated.

The conditions which provide inadequate provisions for ventilation, light, air, sanitation, or open spaces were present to a reasonable extent throughout the Study Area. The prevailing conditions evident during the field survey indicated over 21 percent of the structures were dilapidated or deteriorating.

Blighted Factors

Of the twelve factors set forth in the Nebraska Community Development Law, five (5) are present to a significant extent and five (5) are present to a reasonable, but more limited extent. The factors, tax or special assessment exceeding the fair value of land and defective or unusual condition of title had little or no presence.

The blighting factors which are present are reasonably distributed throughout the Study Area.

Strong Presence of Factor

Deteriorating or deteriorated structures are evident to a significant extent throughout the Study Area. A total of 87.1 percent of the structures inspected were found to be blighted and substandard.

Existence of defective or inadequate street layout is present to a significant extent throughout the Study Area. The street system presently limits the development potential of the available land. The remainder of the land is "land locked", devoted to streets and railroad right-of-ways. This condition limits development for commercial, industrial and residential land uses.

Diversity of ownership is present throughout the Study Area. This condition complicates land assembly and can substantially arrest potential for sound growth and development. The total number of owners in the Study Area is 453, more or less.

Improper subdivision or obsolete platting is strongly present throughout the Study Area. Conditions contributing to this factor include: resubdivided lots, lots of irregular size and lot sizes incompatible to desired land uses.

Conditions which endanger life or property by fire and other causes are present to some extent throughout the Study Area. Conditions contributing to this factor include: lack of adequate egress, excessive debris, inappropriate frame construction (buildings) and vacant/partially vacant buildings.

Reasonable Presence of Factor

Faulty lot layout exists to a reasonable extent throughout the Study Area. Conditions contributing to the presence of this factor include: underutilization of land and lack of accessibility/usefulness.

Insanitary and unsafe conditions exist throughout the Study Area. Conditions contributing to this factor include: vacant buildings, surface of parking lots, excessive debris, and evidence of vagrants.

Deterioration of site improvements is present to a reasonable extent throughout the Study Area. Contributing conditions include: absence of sidewalks, excessive debris, and unpaved and poorly maintained parking lots.

The Nebraska Community Development Law includes in its statement of purpose¹ an additional criterion for a finding of blight, viz., "economically or socially undesirable land-uses". Conditions which are considered to be economically and/or socially undesirable include (a) functional obsolescence, (b) economic obsolescence, (c) incompatible uses or mixed-use relationships, and (d) excessive dwelling unit density. Economically and/or socially undesirable land-uses are present to a significant extent throughout the Study Area.

In addition, one (1) of the required five (5) additional blight factors has a reasonable presence in the Study Area.

Conclusion

It is the conclusion of the Consultant retained by the City of Hastings C.R.A., the number, degree and distribution of blighting factors as documented in this report are beyond remedy and control solely by regulatory processes in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided in the Nebraska Community Development Law. It is also the opinion of the Consultant, the findings of this Blight and Substandard Determination Study warrant designating the Study Area both "substandard" and "blighted".

The conclusions presented in this report are those of the Consultant to examine whether conditions of blight/substandard exist. The local governing body should review this report and, if satisfied with the summary of findings contained herein, may adopt a resolution making a finding of blight/substandard and this report a part of the public record.

¹Community Development Law, Nebraska Revised Statutes Reissue, 1991 Section 18-2101.

TABLE 1
CITY OF HASTINGS
SUBSTANDARD FACTORS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

SUBSTANDARD FACTORS

- | | | |
|----|--|---|
| 1. | Dilapidated/deterioration. | ■ |
| 2. | Age or obsolescence. | ■ |
| 3. | Inadequate provision for ventilation, light, air,
sanitation, or open spaces. | ■ |
| 4. | Existence of conditions which endanger life or
property by fire and other causes. | ■ |
| | Strong Presence of Factor | ■ |
| | Reasonable Presence of Factor | ■ |
| | No Presence of Factor | ○ |

TABLE 2
CITY OF HASTINGS
BLIGHT FACTORS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

BLIGHT FACTORS

- | | | |
|-----|--|---|
| 1. | A substantial number of deteriorated or deteriorating structures. | ■ |
| 2. | Existence of defective or inadequate layout. | ■ |
| 3. | Faulty lot layout in relation to size, adequacy, accessibility or usefulness. | ■ |
| 4. | Insanitary or unsafe conditions. | ■ |
| 5. | Deterioration of site or other improvements. | ■ |
| 6. | Diversity of Ownership. | ■ |
| 7. | Tax or special assessment exceeding the fair value of land. | ○ |
| 8. | Defective or unusual condition of title. | ○ |
| 9. | Improper subdivision or obsolete platting. | ■ |
| 10. | The existence of conditions which endanger life or property by fire or other causes. | ■ |
| 11. | Other environmental and blighting factors. | ■ |
| 12. | One of the other five conditions. | ■ |
| | Strong Presence of Factor | ■ |
| | Reasonable Presence of Factor | ■ |
| | No Presence of Factor | ○ |

1. BASIS FOR REDEVELOPMENT

For a project in Hastings to be eligible for redevelopment under the Nebraska Community Development Law, the area must first qualify as a "substandard area" or as a "blighted area" within the definition set forth in the law. This study has been undertaken to determine whether conditions exist which would warrant designation of the Study Area as a "blighted and substandard area" in accordance with provisions of the law.

As set forth in Section 18-2103 (10) Neb. Rev. Stat. (reissue 1991), substandard area shall mean an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of the following:

1. Dilapidation/deterioration;
2. Age or obsolescence;
3. Inadequate provision for ventilation, light, air, sanitation, or open spaces;
4.
 - (a) High density of population and overcrowding; or
 - (b) The existence of conditions which endanger life or property by fire and other causes; or
 - (c) Any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime;

is detrimental to the public health, safety, morales or welfare.

As set forth in the Nebraska legislation, a blighted area shall mean an area, which by reason of the presence of:

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;

8. Defective or unusual conditions of title;
9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;

is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one of the following conditions:

1. Unemployment in the designated blighted area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the city for forty years and has remained unimproved during that time;
4. The per capita income of the designated blighted area is lower than the average per capita income of the city or village in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses."

The Consultant for the Hastings Redevelopment Area Five Blight and Substandard Determination Study was guided by the premise a finding of blight and substandard must be defensible and sufficient evidence of the presence of blighting factors should exist so members of the Hastings City Council (local governing body), acting as reasonable and prudent persons, could conclude public intervention is necessary or appropriate. Therefore, each factor was evaluated in the context of the extent of its presence, and the collective impact of all factors found to be present.

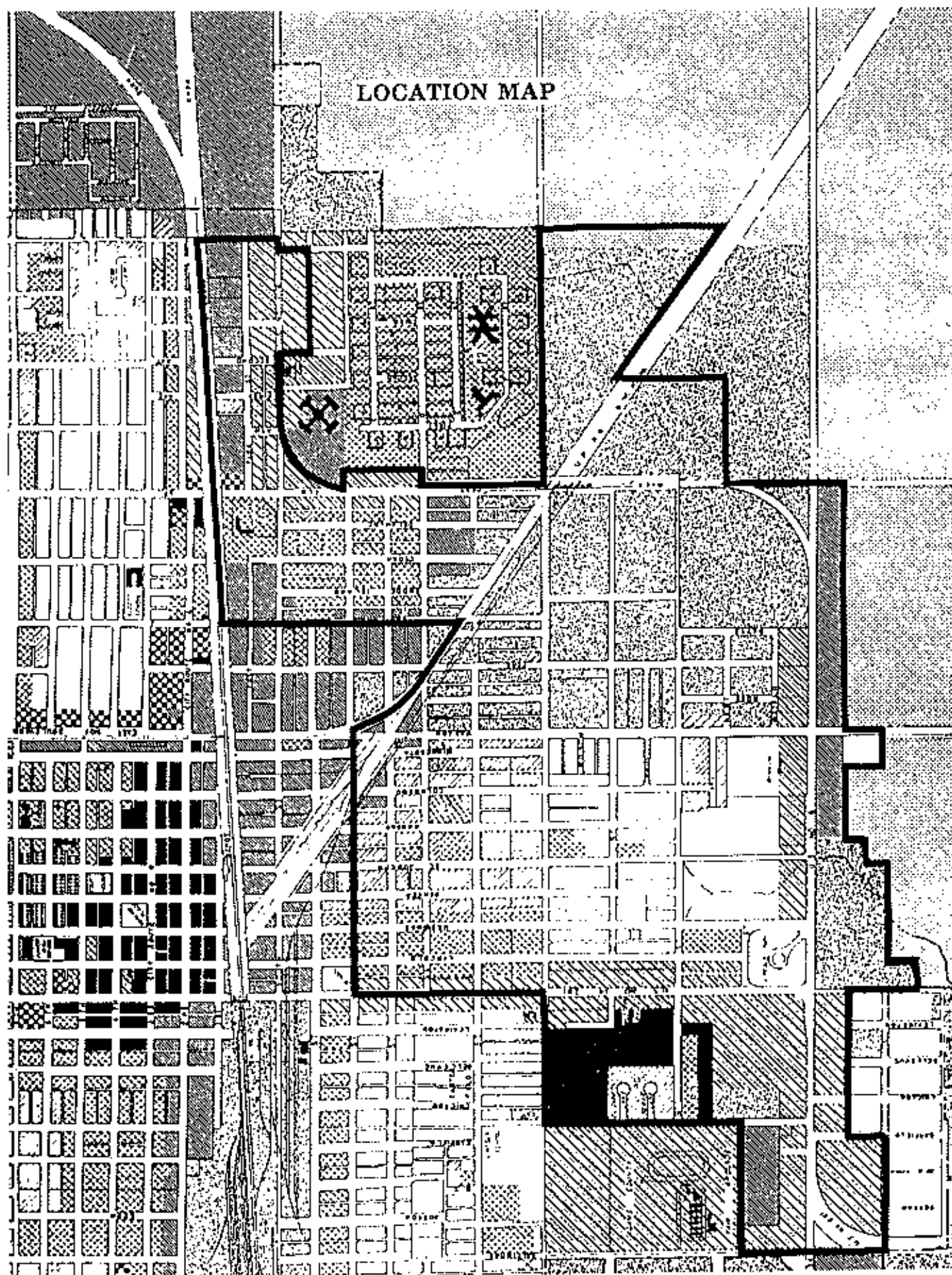
Also, these deficiencies should be reasonably distributed throughout the Study Area. Such a "reasonable distribution of deficiencies test" would preclude localities from taking concentrated areas of blight and expanding them arbitrarily into non-blighted areas for planning or other reasons. The only exception which should be made to this rule is where projects must be brought to a logical boundary to accommodate new

development and ensure accessibility, but even in this instance, inclusion of such areas should be minimal and related to an area otherwise meeting the reasonable distribution of deficiencies test.

2. THE STUDY AREA

The blight and substandard determination Study Area is comprised of 719.93 acres, more or less. As identified in Illustration 1 (Location Map), the Study Area is bounded as follows: North on Baltimore Avenue from "L" Street approximately 610 feet north of Highway 6/34; East to Franklin Avenue; thence North to "F" Street; East on "F" Street to Burlington Avenue; thence North to "B" Street; thence East on "B" Street to approximately Wabash Avenue; thence Southeasterly to California Avenue; North on California Avenue to the Southern edge of the Burlington Northern Railroad Right-of-Way; thence East along the B.N.R.R. to Sixth Avenue; South on Sixth Avenue to Highway 6/34; thence West to Fifth Avenue; South on Fifth Avenue to "B" Street; thence West on "B" Street to First Avenue; North on First Avenue to Highway 6/34; thence West to Southwesterly along Highway 6/34 to "B" Street; thence East approximately 250 feet; South to "D" Street; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to "F" Street; thence East approximately 2,681 feet; thence South to the Union Pacific Railroad Right-of-Way; Northwesterly along the U.P.R.R. approximately 1,600 feet; thence South approximately 1,050 feet; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to Corporate Limits; thence Westerly along the Corporate Limits to Burlington Avenue; North on Burlington Avenue to "K" Street; thence West on "K" Street to Garfield Avenue; South on Garfield Avenue to "L" Street; and West on "L" Street to Baltimore Avenue.

Illustration 2 identifies the existing land uses within the Study Area. The Study Area consist of five land uses: residential, commercial, industrial, public/semi-public, and vacant land. The most predominant uses are vacant and residential land.



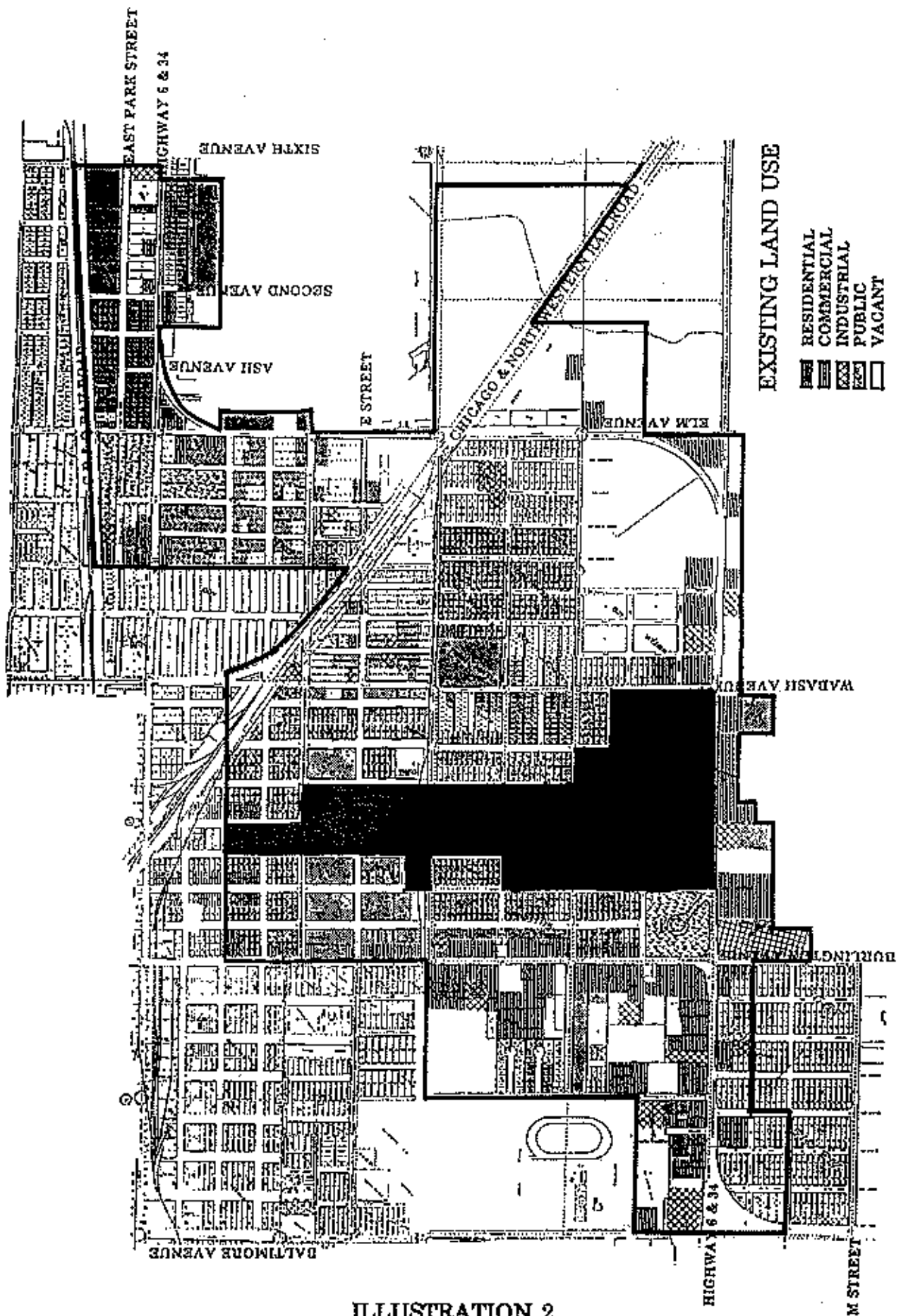


ILLUSTRATION 2

Residential land usage, as identified in Illustration 2, is located throughout the Study Area. The residential properties are predominantly single family. The housing stock is comprised of masonry, brick, and frame construction, with the majority of structures ranging in age from 40 to 100 years.

The commercial land use and building types, as identified in Illustration 2, exists primarily along both sides of Highway 6-34 and Burlington Avenue. These commercial uses tend to be the type of use associated with Highway Commercial Districts. The commercial buildings are predominantly over 20 years of age (72.2%) and are constructed from brick, steel and frame.

Industrial land use and building types exist on either side of the Railroad Right-of-Ways and along Highway 6-34 located in the southern portion of the Study Area. Over 73.9 percent of these buildings are over 20 years of age.

The Study Area contains both new and refurbished buildings. A high percentage of the structures in the Study Area (30.9%) have major structural deficiencies, functional and economic obsolescence and problems difficult to correct related to current code requirements.

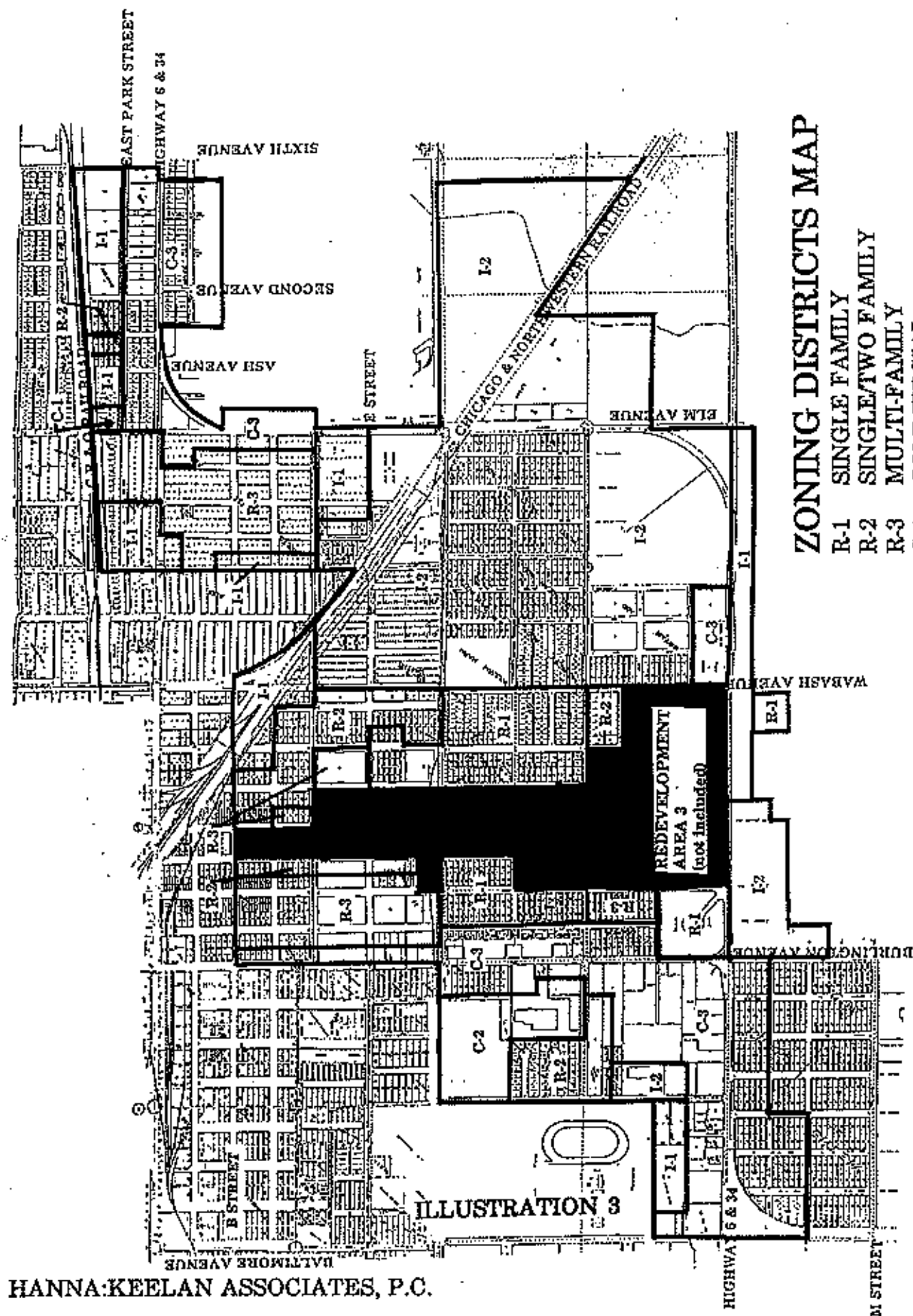
Table 3 statistically identifies the existing land use patterns within the Study Area, in terms of number of acres and percentage of total for all existing land uses.

**TABLE 3
CITY OF HASTINGS
EXISTING LAND USE
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA**

<u>Land Use</u>	<u>Acres/Percent</u>
Residential	164.96/22.9%
Commercial	78.87/11.0%
Industrial	53.73/7.5%
Public/Quasi Public	10.44/1.5%
Streets and Alleys	171.51/23.8%
Total Developed	479.51/66.6%
Vacant	240.42/33.4%
Total Acreage	719.93/100.0%

Source: Hanna:Keelan Associates, P.C., 1991

Illustration 3 identifies the existing zoning districts within the Study Area. The present zoning classification is compatible to existing uses.



HANNA-KEELAN ASSOCIATES, P.C.

3. THE RESEARCH APPROACH

The research approach implemented for the Hastings Redevelopment Area Five Blight and Substandard Determination Study included an assessment of the blight and substandard determination factors identified in the Nebraska Community Development Law. In brief, factors which were general in nature and existed in a continuous fashion, area wide, such as streets, alleys, sidewalks, driveways and other transportation systems, open spaces, parking areas, exterior structural condition, individual structures and properties and property ownership were investigated on an area-wide basis. Taxation status was investigated on a random-sampling basis excluding tax exempt properties.

The assessment of the aforementioned factors, excluding taxation status, was implemented utilizing an area-wide examination process as opposed to a random-sampling process, in an attempt to reduce errors associated with conducting a random-sampling method. In addition, an area-wide assessment provides the consultant with a more accurate understanding of the Study Area and allows for more informed conclusions and recommendations about the area.

4. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS

An analysis was made of each of the blighted and substandard factors listed in the legislation to determine whether each or any are present in the Study Area, and if so, to what extent and in what locations.

The following represents a summary evaluation of each blight and substandard factor presented in the order of their listing in the law.

SUBSTANDARD FACTORS

(1) Dilapidation/Deterioration of Structures

The rating of building conditions is a critical step in determining the eligibility of a substandard area for redevelopment. The system for classifying buildings must be based on established evaluation standards and criteria and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Study Area, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis is based on exterior inspections of all 909 structures within the Study Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the Study Area. The Structural Site Condition Survey Form is identified in Appendix 1.

1. Building Components Evaluated

During the field survey, each component of a subject building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Components. These include the basic elements of any building: foundation walls and girders, load bearing walls and columns, roof and roof structure, and floor structure.

Secondary Components. These are components generally added to the primary structural components and are necessary parts of the building, including exterior curtain walls, non-bearing walls and ceilings, interior stairs, porches and steps, fire escapes, etc.

2. Criteria for Classifying Defects for Building Components

Primary and secondary components were evaluated separately as a basis for determining the overall condition of individual structures. This evaluation considered the relative importance of specific components on the exterior of the building, and the effect that deficiencies in components will have on the remainder of the structure.

3. Building Component Classifications

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

Sound. Building components which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

Minor - Requiring Minor Repair. Building components which contain defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. Minor defects have no real effects on either structural or architectural components and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components. Minor defects are not considered in rating a building as structurally substandard.

Major - Requiring Major Repair (Deteriorating). Building components which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components by people skilled in the building trades.

Substandard (Dilapidated/Deteriorated). Building components which contain major defects (bowing, sagging, or settling to any or all exterior components causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

4. Final Building Rating

After completion of the building condition surveys, each individual building was placed in one of four categories based on the combination of defects found in various structural and architectural building components, each final rating is described below.

Sound. Sound buildings can be kept in a standard condition with normal maintenance. Buildings so classified have less than four minor defects.

Deficient-Minor. Buildings classified as deficient - requiring minor repairs- have more than three minor defects, but less than one critical defect.

Deficient-Major (Deteriorating). Buildings classified as deficient - requiring major repairs - have at least one critical defect, but less than two critical defects.

Substandard (Dilapidated/Deteriorated). Structurally substandard buildings contain defects which are so serious and so extensive the building must be removed. Buildings classified as structurally substandard have two or more critical defects. Critical defects are as follows:

Structural. Each of four primary structural components can receive a rating of one critical defect. Two primary structural components, each receiving a rating of major defects, equals one critical defect.

Building Systems. Two building systems, each receiving a rating of a major defect, equals one critical defect.

Architectural. Four architectural components, each receiving a rating of a major defect, equals one critical defect.

The following combinations of major defects is equivalent to one critical defect.

One major defect in the structural components plus one major defect in the building systems equals one critical defect.

Two major defects in the architectural components plus one major defect in either structural components or the building systems equals one critical defect.

Major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as dilapidated buildings. The words building and structure are presumed to be interchangeable.

5. Field Survey Conclusions

The condition of the 909 primary buildings within the Study Area was determined based on the findings of detailed surveys. These surveys indicated the following:

- Ninety-eight (98) structures are classified as structurally sound;
- Six Hundred and Fifteen (615) structures are classified as minor defects;
- One Hundred and Fifty-Three (153) structures are classified as deteriorating major defects; and
- Forty-Three (43) structures are classified as substandard, dilapidated/deteriorated critical defects.

The survey indicates 196 (21.6%) of the 909 structures in the Study Area are either deteriorating or dilapidated.

Conclusion

The results of the structural condition survey for the study indicates deteriorating structures are present to a reasonable extent throughout the Study Area. Table 4 identifies the results of the structural rating process per building type.

TABLE 4
CITY OF HASTINGS
EXTERIOR SURVEY FINDINGS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

<u>Activity</u>	<u>Sound</u>	<u>Deficient (Minor)</u>	<u>Structural Rating</u>		<u>Structures</u>	<u>Substandard</u>
			<u>Deficient Deteriorating (Major)</u>	<u>Sub standard Dilapidated</u>		
Residential	72	512	129	27	740	156/21.1%
Commercial	21	77	13	3	114	16/14.0%
Public/Semi Public	2	6	2	0	10	2/20.0%
Industrial	3	20	9	13	45	22/48.9%
Total	98	615	153	43	909	196/21.6%
Percent	10.8%	67.7%	16.8%	4.7%	100.0%	

Source: Hanna/Keelan Associates, P.C., 1991

(2) Age or Obsolescence

According to the field survey conducted by the Consultant in November and December of 1991, 71.1 percent of the structures within the Study Area were built over twenty (20) years ago. Of these structures 45.9 percent were built over forty (40) years ago.

Conclusion

The result of the field surveys indicated the age and obsolescence of the structures in the Study Area is reasonably sufficient to constitute a substandard factor.

(3) Inadequate Provision for Ventilation, Light, Air, Sanitation or Open Spaces

The results from the exterior structural survey, along with other field data, provided the basis for the identification of insanitary and unsafe conditions. Factors contributing to insanitary and unsafe conditions are discussed below.

Over twenty-one percent (21%) of the structures in the Study Area are deteriorating or dilapidated. When not adequately maintained or upgraded to present day occupancy standards, buildings which are deteriorating or dilapidated pose special safety and sanitary problems. There is a significant number (156) of wood framed single and two-story residential buildings which are in need of structural repair or fire protection. The field analysis indicated thirty-eight (38) commercial and industrial buildings or 23.9 percent were substandard.

Within the Study Area, there are forty (40) parking lots on commercial, industrial and public/semi-public land parcels which are unpaved. These are characterized by irregular gravel and dirt surfaces with many depressions. The lack of maintenance and the ambient dust conditions of these areas are detrimental to abutting properties and represent an insanitary and unsafe condition.

Evidence of vagrants was found in 117 (11.8%) of the 992 land parcels in the Study Area, especially in areas in close proximity to railroads or industrial docks. Vagrants have created problems through vandalism, breaking into vacant structures and leaving debris strewn about.

Conclusion

The inadequate provision for ventilation, light, air, sanitation or open spaces is predominantly distributed throughout the Study Area.

(4) The Existence of Conditions Which Endanger Life or Property by Fire and Other Causes

1. Inadequate Provisions for or Lack of Means of Egress.

Potential life threatening conditions exist in some buildings which lack adequate means of egress.

2. Excessive Debris.

Debris located on several sites poses as a fire hazard as well as an area to harbor pest which are detrimental to the public's safety.

3. Frame Buildings.

There are wood framed buildings throughout the Study Area which are in need of structural repair or fire protection. In several cases, industrial and commercial building framing has been left exposed and should be protected by a sprinkler system or covered with proper fire-resistive materials. There are significant wood framed single and two-story residential buildings which are in need of structural repair or fire protection. These buildings have been determined to be deteriorating or dilapidated.

4. Vacant Buildings and Partially Vacant Buildings.

The Study Area contains a minimal amount of vacant and partially vacant buildings as determined by the visual field inspection. Many of the conditions cited in this section are prevalent in these structures. These structures also promote vandalism, vermin, insect infestation, and other hazards which, because of the lack of proper maintenance, endanger adjacent properties.

Conclusion

The conditions which endanger life or property by fire and other causes, while strong in presence, is predominantly distributed throughout the Study Area.

BLIGHT FACTORS

(1) Deteriorated or Deteriorating Structures

The rating of building conditions is a critical step in determining the eligibility of an area for redevelopment. It is important the system for classifying buildings be based on established evaluation standards and criteria, and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Study Area, the standards and criteria used for evaluation, and the findings as to the existence of deteriorating or deteriorated structures.

The building condition analysis is based on the exterior inspections of 909 structures within the Study Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the Study Area. The Structural Site Conditions Survey Form is identified in Appendix I.

1. Building Components Evaluated

Each component of a subject building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Components. These include the basic elements of any building: foundation walls and girders, load bearing walls and columns, roof and roof structure, and floor structure.

Secondary Components. These are components generally added to the primary structural components and are necessary parts of the building, including exterior curtain walls, non-bearing walls and ceilings, interior stairs, porches and steps, fire escapes, etc.

2. Criteria for Classifying Defects for Building Components

Primary and secondary components were evaluated separately as a basis for determining the overall condition of individual structures. This evaluation considered the relative importance of specific components on the exterior of the building, and the effect that deficiencies in components will have on the remainder of the structure.

3. Building Component Classifications

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

Sound. Building components which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

Minor - Requiring Minor Repair. Building components which contain defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. Minor defects have no real effects on either structural or architectural components and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components. Minor defects are not considered in rating a building as structurally substandard.

Major - Requiring Major Repair. Building components which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components by people skilled in the building trades.

Substandard - (Dilapidated/Deteriorated). Building components which contain major defects (bowing, sagging, or settling to any or all exterior components causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

4. Final Building Rating

After completion of the building condition surveys, each individual building was placed in one of four categories based on the combination of defects found in various structural and architectural building components, each final rating is described below.

Sound. Sound buildings can be kept in a standard condition with normal maintenance. Buildings so classified have less than four minor defects.

Deficient-Minor. Buildings classified as deficient - requiring minor repairs - have more than three minor defects, but less than one critical defect.

Deficient-Major. Buildings classified as deficient - requiring major repairs - have at least one critical defect, but less than two critical defects.

Substandard. Structurally substandard buildings contain defects which are so serious and so extensive the building must be removed. Buildings classified as structurally substandard have two or more critical defects. Critical defects are as follows:

Structural. Each of four primary structural components can receive a rating of one critical defect. Two primary structural components, each receiving a rating of major defects, equals one critical defect.

Building Systems. Two buildingsystems, each receiving a rating of a major defect, equals one critical defect.

Architectural. Four architectural components, each receiving a rating of a major defect, equals one critical defect.

The following combinations of major defects is equivalent to one critical defect.

One major defect in the structural components plus one major defect in the building systems equals one critical defect.

Two major defects in the architectural components plus one major defect in either structural components or the building systems equals one critical defect.

Minor deficient and major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as deteriorated buildings. The words building and structure are presumed to be interchangeable.

5. Field Survey Conclusions

The condition of the 909 primary buildings within the Study Area was determined based on the findings of detailed survey of each building. These surveys indicated the following:

- Ninety-Eight (98) structures are classified as structurally sound;
- Six Hundred Fifteen (615) structures are classified as deteriorating minor defects;
- One Hundred Fifty Three (153) structures are classified as deteriorating major defects; and
- Forty-Three (43) structures are classified as substandard, dilapidated/deteriorated critical defects.

The survey clearly indicates 811 of 909 (89.2%), of the structures throughout the Study Area are either deteriorating or dilapidated.

Conclusion

The results of the structural condition survey indicates deteriorating or deteriorated structures are evident to a significant extent throughout the Study Area. Table 5 identifies the results of the structural rating process per building type.

TABLE 5
CITY OF HASTINGS
EXTERIOR SURVEY FINDINGS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

<u>Activity</u>	<u>Sound</u>	<u>Deficient (Minor)</u>	<u>Structural Rating</u>		<u>Structures</u>	<u>Blighted</u>
			<u>Deficient (Major)</u>	<u>Sub standard Dilapidated</u>		
Residential	75	512	129	27	740	668/90.3%
Commercial	21	77	13	3	114	93/81.6%
Public/Semi Public	2	6	2	0	10	8/80.0%
Industrial	3	20	9	13	45	42/93.3%
Total	98	615	153	43	909	811/89.2%
Percent	10.8%	67.7%	16.8%	4.7%	100.0%	

Source: Hanna-Keelan Associates, P.C., 1991

(2) Existence of Defective or Inadequate Street Layout

The street pattern within the Study Area consists of a grid system which is used throughout the City of Hastings. Street Right-of-Way widths range from 60 to 80 feet within and bordering the Study Area.

Existing streets provide a high level of accessibility to the majority of the Study Area. However, problem conditions exist in the Study Area. The western and southwestern portions of the Study Area lack appropriate access and street development. Basic problem conditions include:

1. Limited Vehicular Accessibility

The principle vehicular circulation system linkage of the Study Area with the majority of other points in Hastings are Baltimore Avenue, Burlington Avenue, Wabash Avenue and Elm Street all of which are north-south arterials dissecting the Study Area from west to east. In addition, Highway 6-34 traffic travels through the southern and eastern areas of the Study Area. Other streets in the Study Area provide less direct linkages to other parts of the City due to existing barriers.

The northeast portion of the Study Area is bisected by railroad lines in an east and west alignment and a southeast and northwest alignment. The existence of these rail lines creates a hazard for vehicular and pedestrian traffic in the Study Area while also disrupting the grid street system used for vehicular circulation throughout Hastings. The existing street layout in this Study Area limits vehicular movement, north and south bound traffic is interrupted periodically by railroad traffic. Two uninterrupted crossings are easily accessed from streets within the Study Area, the Burlington Avenue underpass and the Highway 6-34 (Elm Street) overpass.

An uninterrupted grid street system provides ready access from all directions to specific locations within the City. However, as is evident in the Study Area, where built barriers interrupt the continuity of the grid, or where restrictions are placed upon the direction of traffic flows, accessibility to locations in the vicinity of these constraints can be seriously impaired. Good vehicular accessibility is important for most commercial and industrial enterprises and is desirable for residential development.

The railroad right-of-ways are located approximately 30 feet both sides of the railroad tracks. These railroad right-of-ways serve at least two purposes: (1) act as a safety mechanism; and (2) act as a sound buffer zone to adjacent sites.

Throughout the Study Area, the composition of the railroad right-of-way was considered to be in "fair" to "poor" condition. This area is utilized in several ways, including storage, warehousing and also a place for excessive debris to collect, including numerous abandoned cars.

There appears to be minimal enforcement of the municipal code provisions in these railroad right-of-ways within the industrial districts of the project area.

2. Inadequate Provision of Pedestrian Movement

Sidewalks to provide for pedestrian flow throughout the Study Area are lacking. Since a large portion of land in the Study Area is vacant, sidewalks have not been developed. According to the field survey conducted by the consultant, an estimated 557 (56.1%) land parcels did not have sidewalks. Approximately 269 (27.1%) of the land parcels in the Study Area had sidewalks which were in "excellent" or "good" condition.

3. Lack of Adequate Parking

With the increased use of the automobile as a mode of transportation, a strain has been placed on the urban infrastructure to accommodate not only car movement, but car parking as well. Because street layout and block development in the Study Area preceded this trend toward widespread use of the private automobile, an adequate provision for parking is a major concern, not only for the present time, but also for the future, sound growth of the area.

Available on and off street parking areas are inadequately defined and subject to inconsistent public use.

Conclusion

One or more of the discussed conditions are strongly present throughout the Study Area.

(3) Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

Building use and condition surveys, property ownership and sub-division records and field surveys have resulted in the identification of several problem conditions associated with faulty lot layout in relation to size, adequacy, accessibility, or usefulness of land within the Study Area. The size and arrangement of lots within the Study Area has resulted in conditions which adversely affect the sound growth and development of the area. These problem conditions include:

1. Underutilization of land.

There are numerous large vacant land parcels in the Study Area as indicated in Illustration 2, existing land use. The vacant land parcels comprise 33.4 percent of the total land area. The underutilization of vacant land does little to contribute to the viability of the Study Area and surrounding areas. In fact, such conditions can result in making the area a liability to the overall economic and social well-being of the entire community.

2. Lack of Accessibility/Usefulness.

The current lot layout and lack of the development has left large vacant parcels "landlocked". Other vacant lots lack interior street systems to provide access throughout the land parcel. Land which is "landlocked" is deprived of economic potential since no reasonable vehicular access is obtainable.

3. Lack of Planned Open Space.

With a shift in land use in portions of the area towards office, commercial and both high and low density residential uses, planning of open space becomes a concern. Because of excessive land use and lot coverage, courtyards, plazas and mini-parks are generally lacking in the area. These spaces provide a retreat from the normal work environment during lunch hours and break periods, and are generally a welcome attraction in the urban environment. Modern planning generally requires certain amounts of open space, addressing both current and future use.

Conclusion

Problems relating to faulty lot layout are present to a reasonable extent in the majority of the Study Area.

(4) Insanitary and Unsafe Conditions

The results of the field survey (structural condition analysis, along with other field data) provided the basis for this identification of insanitary and unsafe conditions in the Study Area. Factors contributing to insanitary and unsafe conditions are discussed below.

1. Residential Buildings.

Over 36.0 percent of the single family residential buildings are 40 to 100 years of age. This results in sub-standard living units in need of rehabilitation services.

2. Commercial and Industrial Buildings.

The majority (64.1%) of the commercial and industrial buildings in the Study Area are over 20 years of age, 31.4 percent are between 40 to 100 years of age. Problem conditions found to exist include lack of egress, natural ventilation and lack of adequate storage of materials. In some cases the lack of maintenance has posed safety hazards for occupants.

3. Vacant Buildings.

Vacant or partially vacant structures exist to a minimal degree throughout the Study Area. Apart from the many structural deficiencies prevalent in the vacant buildings, these properties evidence neglect and deferred maintenance.

Insanitary and unsafe conditions associated with vacant structures are found to exist, including improper means of lack of egress from upper floors; widespread infestation of pigeons and associated debris; and general lack of maintenance. These conditions impact occupied floors of partially vacant buildings due to water seepage, rodents or insects, and dust and dirt accumulation.

4. Surface parking lots.

Within the Study Area there are forty (40) parking lots on commercial, industrial and public/semi-public land parcels which are unpaved. These are characterized by irregular shaped gravel and dirt surfaces with many depressions. The lack of maintenance and the ambient dust conditions of these areas are detrimental to abutting properties and represent an insanitary and unsafe condition.

5. Excessive Debris.

Debris is present in the form of discarded materials in the commercial and industrial areas and abandoned cars along the U.P.R.R. Right-of-Way. The vacant land and other structures contain litter to a lesser degree. The debris is not only unsightly, but also promotes certain safety hazards.

6. Vagrants.

The evidence of vagrants was found in portions of the Study Area, especially in areas in close proximity to railroads or industrial docks. Vagrants have created problems through vandalism, breaking into vacant structures and leaving debris at the properties.

Conclusion

Insanitary and unsafe conditions are present to a reasonable extent in the majority of the Study Area.

(5) Deterioration of Site Improvements

Field observations were performed to determine the condition of site improvements within the Study Area, including streets, alleys, sidewalks, curbs and gutters, traffic control devices and off-street parking. Appendix 2 documents the present condition of these improvements.

There are several unpaved streets in the blocks which are adjacent the north side of the east-west railroad alignment. These streets exists in areas where warehousing and industrial uses are predominate, however, residential areas are interspersed among these uses in areas with unpaved streets. A total of 17.8 percent of the parcels in the Study Area have unpaved and/or substandard or major deficient streets.

The absence of sidewalks contributes significantly to the blighted conditions of the Study Area. The absence of sidewalks is evident throughout the Study Area. The total percentage of parcels within the Study Area having no sidewalks is 56.1 percent.

The total percentage of parcels having debris within the Study Area is 47.1 percent.

A total of four hundred and fourteen (414) or 57.3 percent of the parcels within the Study Area received an overall site condition rating of "fair" or "poor", as per the results of the field survey.

Conclusion

Deterioration of site improvements is present to a reasonable extent in the majority of the Study Area.

(6) Diversity of Ownership

The majority of the Study Area contains blocks which have been platted into smaller lots to originally accommodate residential development. The areas to the southeastern and southwestern portions of the Study Area have been platted into larger lots to accommodate commercial and industrial development.

This diversity of ownership makes redevelopment difficult. The assemblage of larger sites is difficult to accomplish when a number of property owners are involved.

The total number of owners in the Study Area is estimated to be 453. The situation is exacerbated by the fact several of those blocks with only one or two owners are public or institutional users, or are owned by and utilized for activities associated with the railroad systems. The remaining properties, which are privately held and which would be the most likely candidates for redevelopment, rarely have fewer than four owners in one block.

The blocks with unusually large numbers of owners are scattered throughout the residential districts of the Study Area. The majority of the one and two ownerships are generally located within the industrial and commercial district areas adjacent Highway 6-34.

Land assemblage is a necessity for major redevelopment. Without it, only small, individual renovation activities of existing buildings is possible. In order for the kinds of redevelopment to occur which are currently desirable, economically feasible, which will attract financial support and public patronage required to repay such financial support; it is necessary to assemble larger parcels of property. Such assemblage is most difficult without public intervention and constitutes one of the greatest deterrents to significant redevelopment within the Study Area.

Conclusion

Diversity of Ownership in the Study Area is strongly present as a Blight Factor.

(7) Tax or Special Assessment Delinquency Exceeding the Fair Value of the Land

A random sampling of public records was undertaken to determine the status of real estate taxes of properties located within the Study Area.

1. Delinquent Taxes.

Public records have been examined for the purpose of determining the extent of delinquent taxes currently outstanding on parcels within the Study Area. Approximately 9 of 102 (8.8%) of the properties examined had delinquent taxes.

2. Real Estate Taxes.

The tax values within the Study Area generally appear to be appropriate in relation to market values of the properties.

Of the 909 parcels studied, it is estimated 54, or 5.9% are exempt from taxation. The majority of the tax exempt properties are owned by governmental subdivisions.

Conclusion

There are some indications of problems, however, financial burdens upon properties in the overall Study Area would not appear to be sufficient to constitute a blighted factor.

(8) Defective or Unusual Condition of Title

Examination of individual deeds and encumbrances has been undertaken as part of this blight and substandard determination study. The study of property ownership data did not provide any basis for identifying any defective or unusual conditions of title.

Conclusion

Defective or unusually condition of title is not found to be prevalent as a blighting factor within the Study Area.

(9) Improper Subdivision or Obsolete Platting

Improper subdivision and obsolete platting is a constraint throughout the Study Area.

The majority of blocks in the Study Area have experienced some degree of subdividing, since original platting. The present platting of lots or lack of, in these blocks, can be considered improper and obsolete for the type of commercial, industrial and residential land uses desired.

Efforts to overcome problems of inadequate subdivision and obsolete platting and to secure sites of reasonably adequate size and shape for modern development purposes, require the assemblage of adjacent parcels. This assemblage of parcels is complicated due to the numerous subdivisions and property owners within the Study Area. Improper subdivision or obsolete platting exist throughout the Study Area.

Conclusion

Improper subdivision or obsolete platting inhibits sound growth and development in the Study Area. There exists a strong presence of improper subdivision or obsolete platting throughout the Study Area.

(10) The Existence of Conditions Which Endanger Life or Property by Fire and Other Causes

1. Inadequate Provisions for or Lack of Means of Egress.

Potential life threatening conditions exist in some buildings which lack adequate means of egress.

2. Excessive Debris.

Debris located on several sites poses as a fire hazard as well as an area to harbor pest which are detrimental to the public's safety.

3. Frame Buildings.

Some of the commercial, industrial and retail buildings within the area are of wood frame or partial wood frame construction. In many cases, the framing should be protected by a sprinkler system or covered with proper fire-resistive materials. There are significant wood framed single and two-story residential buildings which are in need of structural repair or fire protection, as well. These buildings have been determined to be deficient or substandard, in all instances.

4. Vacant Buildings and Partially Vacant Buildings.

The Study Area contains a minimal amount of vacant and partially vacant buildings as determined by the visual field inspection. Many of the conditions cited in this section are prevalent in these structures. These structures also promote vandalism, vermin, insect infestation, and other hazards which, because of the lack of proper maintenance, endanger adjacent properties.

Conclusion

The conditions which endanger life or property by fire and other causes is strong in presence throughout the Study Area.

(11) Other Environmental and Blighting Factors

The Nebraska Community Development Law includes in its statement of purpose an additional criterion for identifying blight, viz., "economically or socially undesirable land uses." Conditions which are considered to be economically and/or socially undesirable include: (a) incompatible uses or mixed-use relationships, (b) economic obsolescence, and (c) functional obsolescence. For purpose of this analysis, functional obsolescence relates to the physical utility of a structure and economic obsolescence relates to a property's ability to compete in the market place. These two definitions are interrelated and complement each other.

Substantial public improvements have occurred throughout the Study Area over the last ten plus years. A few of these include street and sidewalk improvement, commercial and industrial development and residential development. Private development has been undertaken on a piecemeal basis. The opportunity for redevelopment capable of carrying its own financial weight has already been accomplished within the Study Area. Without some type of public assistance and coordination of effort, a difficult challenge will be rendered for future private projects to be successful ventures. Numerous problems or obstacles exist for comprehensive redevelopment efforts by the private sector in the project area; problems that only public assistance programs can help remedy. These include removal of dilapidated structures, excessive debris and upgrading or development of streets, sidewalks and railroad crossings. These types of programs are proven stimulants to the creation of successful private developments.

1. Incompatible Uses or Mixed Use Relations.

The Study Area is divided into eight (8) zoning districts. These include three (3) residential districts, R-1, R-2, R-3, three (3) commercial districts, C-1, C-2, C-3, and two (2) industrial districts, I-1, I-2.

Within the Study Area, conditions exist in which structures and sites have uses that are incompatible with the zoning district in which they are located. For example, residential zones adjacent industrial zones. This type of incompatible land use is apparent throughout the Study Area.

The Study Area in its entirety contains mixed and incompatible land uses and undesirable mixed uses. The industrial districts include non-compatible commercial establishments and residential properties, whereas the commercial districts include non-compatible industrial and residential uses. This is particularly evident of properties east of Wabash Avenue

2. Economic and Functional Obsolescence

The Study Area contains a significant amount of vacant land as indicated in Illustration 2, Existing Land Use. A total of approximately 33.4 percent of the Study Area consist of vacant land. Vacant land is one of the indications of both functional and economic obsolescence.

Conclusion

Other Environmental, Blighted Factors are present to a reasonable extent throughout the Study Area.

(12) Additional Blighting Conditions

According to the definition set forth in the Nebraska Community Development Law, Section 18-2102, in order for an area to be determined "blighted" it must (1) meet the eleven criteria by reason of presence and (2) contain at least one of the five conditions identified below:

1. Unemployment in the designated blighted and substandard area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the City for forty years and has remained unimproved during that time;
4. The per capita income of the designated blighted and substandard area is lower than the average per capita income of the City or Village in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses.

One of the aforementioned criteria is prevalent within the designated blighted area.

A. The average age of the residential or commercial units in the area is at least forty (40) years.

According to the field survey conducted by the consultant in November and December of 1991, 34.6 percent of the residential structures within the Study Area were identified as being built prior to 1950.

An age estimation for all structures in the study area revealed 71.7 percent of the structures were constructed 20+ years ago and of these 46.0 percent were built 40+ years ago.

The average age of the residential and commercial structures within the Study Area meets and exceeds the forty (40) years average age requirement set forth for blight determination eligibility.

Conclusion

One of the five blight determination criteria is prevalent within the Study Area.

5. DETERMINATION OF STUDY AREA ELIGIBILITY

The Study Area meets the requirements of the Nebraska Community Development Law for designation as both a "blighted and substandard area". There is a reasonable distribution of at least ten of the twelve factors present in the 720 acre Study Area to constitute a blighted area and a predominance of one of the four factors to constitute substandard.

Substandard Factors

1. Inadequate provision for ventilation, light, air, sanitation, or open spaces; and
2. Existence of conditions which endanger life or property by fire and other causes.

Blighted Factors

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Improper subdivision or obsolete platting;
8. Existence of conditions which endanger life or property by fire or other causes;
9. Other environmental and blighting factors; and
10. The average age of the residential and commercial units in the area is at least forty years.

Although all of the previously listed factors are reasonably present within the Study Area, the conclusion of the Consultant is the substantial number and distribution of deteriorated and deteriorating structures and the average age of buildings, as documented in this report, is in itself a sufficient basis for designation of the area as a blighted and substandard area.

In addition to the above, other environmental, blighting and substandard factors were found to be present throughout the 720 acre Study Area.

The extent of blight and substandard for each of the factors addressed in this study are presented in Tables 1 and 2. The eligibility findings indicate the Study Area is in need of revitalization and strengthening to ensure it will contribute to the physical, economic and social well-being of the City of Hastings. Indications are, the area, on the whole, has not been subject to comprehensive, sufficient growth and development through investment by the private sector nor would the areas be reasonably anticipated to be developed without public action or public intervention.

It is also the conclusion of the Consultant, after careful study of the Study Area, the entire area is appropriate for inclusion into one continuous area contiguous with other approved blighted and substandard areas.

APPENDICES I AND II

STRUCTURAL/SITE CONDITIONS
SURVEY FORM

Section I:

1. Type of Unit: _____ SF _____ MF _____ Mixed Use _____ Duplex _____ No. of Units _____
2. Unit: _____ Under construction/rehab _____ For Sale _____ Both _____
3. Vacant Unit: _____ Inhabitable _____ Uninhabitable _____
4. Vacant Parcel: _____ Developable _____ Undevelopable _____
5. Non-residential Use: _____ Commercial _____ Industrial _____ Public _____
Other/Specify _____

Section II: Structural Components

	(Substandard)	(Major)		
Primary Components	Critical	Substandard	Minor	None (sound)
1. Roof	C	S	M	N
2. Wall Foundation	C	S	M	N
3. Foundation	C	S	M	N
_____ Concrete _____ Stone _____ Rolled Asphalt _____ Brick _____ Other				

Secondary Components	Critical	Substandard	Minor	None (sound)
4. Roof	C	S	M	N
_____ Asphalt Shingles _____ Rolled Asphalt _____ Cedar _____ Combination				
_____ Other _____				
5. Chimney	C	S	M	N
6. Gutters, Downspouts	C	S	M	N
7. Wall Surface	C	S	M	N
_____ Frame _____ Masonry _____ Siding _____ Combination _____ Stucco				
_____ Other _____				
8. Paint	C	S	M	N
9. Doors	C	S	M	N
10. Windows	C	S	M	N
11. Porches, Steps, Fire Escapes	C	S	M	N
12. Driveway, Side Condition	C	S	M	N

Final Rating

_____ Sound _____ Deficient-Minor _____ Deficient-Major _____ Substandard

Built Within: _____ 1 year _____ 1-5 years _____ 5-10 years _____ 10-20 years _____ 20-40 years

_____ 40-100 years _____ 100+ years

Section III: Revitalization Area

1. Adjacent Land Usage _____
2. Street Surface Type _____
3. Street Condition _____ E _____ G _____ F _____ P
4. Sidewalk Condition _____ N _____ E _____ G _____ F _____ P
5. Parking (Off-Street) _____ N _____ # of Spaces _____ Surface _____
6. Railroad Track/Right-of-Way Composition _____ N _____ E _____ G _____ F _____ P
7. Existence of Debris _____ MA _____ MI _____ N
8. Existence of Vagrants _____ MA _____ MI _____ N
9. Overall Site Condition _____ E _____ G _____ F _____ P

NOTE: E=Excellent, G=Good, F=Fair, P=Poor, N=None or No, Y=Yes, MA=Major, MI=Minor

CITY OF HASTINGS
FIELD SURVEY RESULTS
COMMUNITY REDEVELOPMENT AUTHORITY STUDY AREA

	<u>Total</u>	<u>Residential*</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Public/ Quasi-Public</u>	<u>Vacant</u>
<u>Age of Structure</u>						
1 - 5 years	12	7	2	2	1	NA
5 - 10 years	50	34	15	1	0	NA
10 - 20 years	201	166	24	9	2	NA
20 - 40 years	349	288	44	13	4	NA
40 - 100 years	290	238	29	21	2	NA
100+ years	7	7	0	0	0	NA
<u>Final Structural Rating</u>						
Sound	918	72	21	3	2	NA
Deficient Minor	615	512	77	20	6	NA
Deficient Major	153	129	13	9	2	NA
Sub-Standard	43	27	3	13	0	NA
<u>Street Condition</u>						
None	0	0	0	0	0	0
Excellent	66	39	16	6	0	5
Good	536	402	61	20	7	46
Fair	265	198	31	11	2	23
Poor	119	101	3	7	1	7
<u>Sidewalk Condition</u>						
None	583	416	67	35	5	60
Excellent	87	73	2	1	0	11
Good	163	119	30	4	3	7
Fair	132	113	11	4	2	2
Poor	22	19	2	0	0	1
<u>Debris</u>						
Major	141	93	12	22	0	14
Minor	459	377	42	16	1	23
None	389	270	60	6	9	44
<u>Vagrants</u>						
Yes	31	14	2	7	0	8
Probable	86	50	7	19	0	10
No	875	680	105	17	10	62
<u>Overall Site Condition</u>						
Excellent	49	26	0	0	2	21
Good	256	156	58	6	4	32
Fair	502	426	41	15	4	16
Poor	181	131	15	23	0	12
<u>Developable (Vacant Only)</u>						80
<u>Nondevelopable (Vacant Only)</u>						3
<u>Parking Spaces (Ranges)</u>		0-70	1-150	0-20	5-15	NA

*Includes Multi-Family Residential

Source: Hanna:Keelan Associates, P.C., Field Survey, 1992

REDEVELOPMENT PLAN

EXECUTIVE SUMMARY

Purpose of Plan/Conclusion

The purpose of this Plan is to serve as a redevelopment guide for implementation, by the Community Redevelopment Authority (CRA), of the previously designated Study Area. All Community Development Law State Statutes, 18-2101 thru 18-2154, and any to follow in this general section, should be utilized to promote the general welfare, the enhancement of the tax base, the economic and social well being, the development of any public activities and promotion of public events in the Study Area, along with any and all other purposes, as outlined in the Community Development Law.

A CRA Redevelopment Plan must contain the general planning elements required by Nebraska State Revised Statutes, Section 18-211 re-issue 1991 items (1) through (6). A description of these items are as follows:

- (1) The boundaries of the redevelopment project area, with a map showing the existing uses and condition of the real property therein; (2) a land-use plan showing proposed uses of the area; (3) information showing the standards of population densities, land coverage, and building intensities in the area after redevelopment; (4) a statement of the proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, or building codes and ordinances; (5) a site plan of the area; and (6) a statement as to the kind and number of additional public facilities or utilities which will be required to support the new land uses in the area after redevelopment.

Furthermore, the CRA redevelopment plan must further address the items required under Section 18-2113, "Plan; considerations", which the CRA must consider prior to recommending a redevelopment plan to the City Council for adoption. These "considerations" are defined as follows:

"... whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the

promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewage, and other public utilities, schools, parks, recreational and community facilities and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations, or conditions of blight."

Conclusion

The planning process for the CRA Study Area has resulted in a comprehensive listing of planning recommendations. As previously discussed in the blight and substandard determination study, there are many existing land uses, structural and substandard conditions which are nonconforming in nature, detrimental to the health, safety and general welfare of the community and generally obsolete in respect to the development and living environment norms of today's Nebraska community and the City of Hastings. To eliminate these conditions and enhance private development activities within the Study Area, the City of Hastings will need to consider the following planning and redevelopment actions:

- * an official reclassification of both land use and zoning districts to produce an appropriate, acceptable land use pattern, whereby each land use composition is complementary and is not detrimental to the next;
- * systematic removal of substandard and dilapidated structures within the area;
- * rehabilitation of both owner and renter occupied single family structures in areas experiencing stable, low density residential conditions;
- * consideration for planned open space, in the form of small scale neighborhood parks;
- * improved, planned off-street parking;
- * scattered street development and improvements within the area, accompanied with storm sewer, curbing, street lighting and sidewalk improvements;
- * public assemblage of land to allow for both planned multi-family residential and commercial development;
- * increased density development for residential areas;

- * consideration for screening and/or buffering of commercial areas from residential uses;
- * improved planned streetscapes within the area; and
- * code enforcement program for the clean up of areas in violation and detrimental to the health, safety and general welfare of the community.
- * public assemblage of the Union Pacific Rail Line proposed for abandonment for the development of passive recreation uses.

Both a timeline and budget should be developed for the Redevelopment Plan. Each of these processes should be designed in conformance with the resources and time available with the City. A reasonable timeline to complete those redevelopment activities identified in the plan would be seven (7) to ten (10) years.

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed redevelopment activities. These include, in addition to city and federal funds commonly utilized to finance street improvement funding, community development grant funding, special assessments and general obligation bonds.

1. Future Land Use Patterns

The existing land use patterns within the Study Area were described in detail in the blight and substandard determination study portion of this document. In general, the 720 acre Study Area, more or less, consists of five (5) land uses. The primary land uses are streets and alleys, vacant land, industrial, commercial and residential. It appeared from the field survey incompatible land uses exist in the Study Area.

Illustration 4, Future Land Use, represents a long term effort to remedy the problem of incompatible land uses within the Study Area as well as provide for future business and residential opportunities of the area.

It can be observed in Illustration 4, primary medium density residential land uses are reserved generally for the following areas: an area between Burlington and Pine Avenue and Highway 6/34 and "B" Street, this area excluding previous redevelopment area 3; area between the Union Pacific and Burlington Rail Lines between California and Second Avenue; and a small area adjacent to the east of the Adams County Fairgrounds. The existing residential types in these areas is predominately single family homes and multiple family structures generally less than 8 units. High density residential areas are between the Burlington Rail Line and "B" Street and approximately 2nd and 6th Avenues, a block bounded by Cedar and Elm Avenues and "E" and "D" Streets and an area generally bounded by Wabash and Rhode Island Avenues and "F" and "H" Streets. These areas are predominately vacant land and mobile home parks. It is recommended these areas be developed through a transitional process to produce higher density residential uses. In some areas this transitional process can occur as development demand necessitates, in other areas a gradual transition of the area may have to occur for several years. Public involvement by the City of Hastings, assembling and offering the redevelopment, vacant properties and properties having vacant/dilapidated housing and infrastructure development can be first steps in this transitional process. These high density residential areas in close proximity to commercial and industrial nodes of the city including the central business district, where pertinent services exist, should to the public's best interest be developed for high density residential uses.

Future commercial land uses are identified in Illustration 4 as being in close proximity to Highway 6/34 (Elm Street) and Burlington Avenue, arterial streets. The commercial land uses can serve as a buffer between residential and industrial land uses. Special attention should be given for commercial land uses along Elm Street as the U.P.R.R. Rail Line is abandoned and Highway 6/34 west of Burlington Avenue. Commercial redevelopment efforts along Burlington Avenue should focus on improved streetscape, attracting general retail instead of highway commercial/light industry typical uses and creating a corridor commercial plan to facilitate development.

Within the commercial areas, it is recommended, the existing single family dwellings in poor condition be razed and reverted to commercial land uses. This would allow for opportunities of expansion of existing commercial uses as well as the assemblage and offering of land by the City of Hastings for commercial development.

Future industrial land usage within the Study Area should be concentrated in areas adjacent to Highway 6/34. The proposed abandoning of the U.P.R.R. Rail Line which dissects the area, will have a significant influence on the type of future industrial uses which will locate in the area. In comparison to the existing land use pattern, Illustration 4 identifies some future industrial land use areas presently occupied by residential use or vacant properties. The City should give careful consideration to facilitating transitional land use activities in these areas, by assembling properties in capacity large enough in scale to accommodate future industrial park development.

The abandonment of the U.P.R.R. Rail Line in the Study Area creates an opportunity for the City of Hastings to expand recreational activities. The purchase and assemblage of the abandoned railroad is essential for redevelopment and coordination of a long-range recreational trail system in Hastings.

The greatest overall use of the trails facility is for recreational purposes with the majority of its users including walkers, joggers, runners and bicyclists of all ages. The primary function of trail use is to promote recreation and public health while adding to the network of greenspace in Hastings. This is a direct benefit to all citizens. Trails park space is for the enjoyment and education of all users and adds to the general quality of life in Hastings.

Future street usage is discussed in detail in Sections 3 and 4 of the Redevelopment Plan.

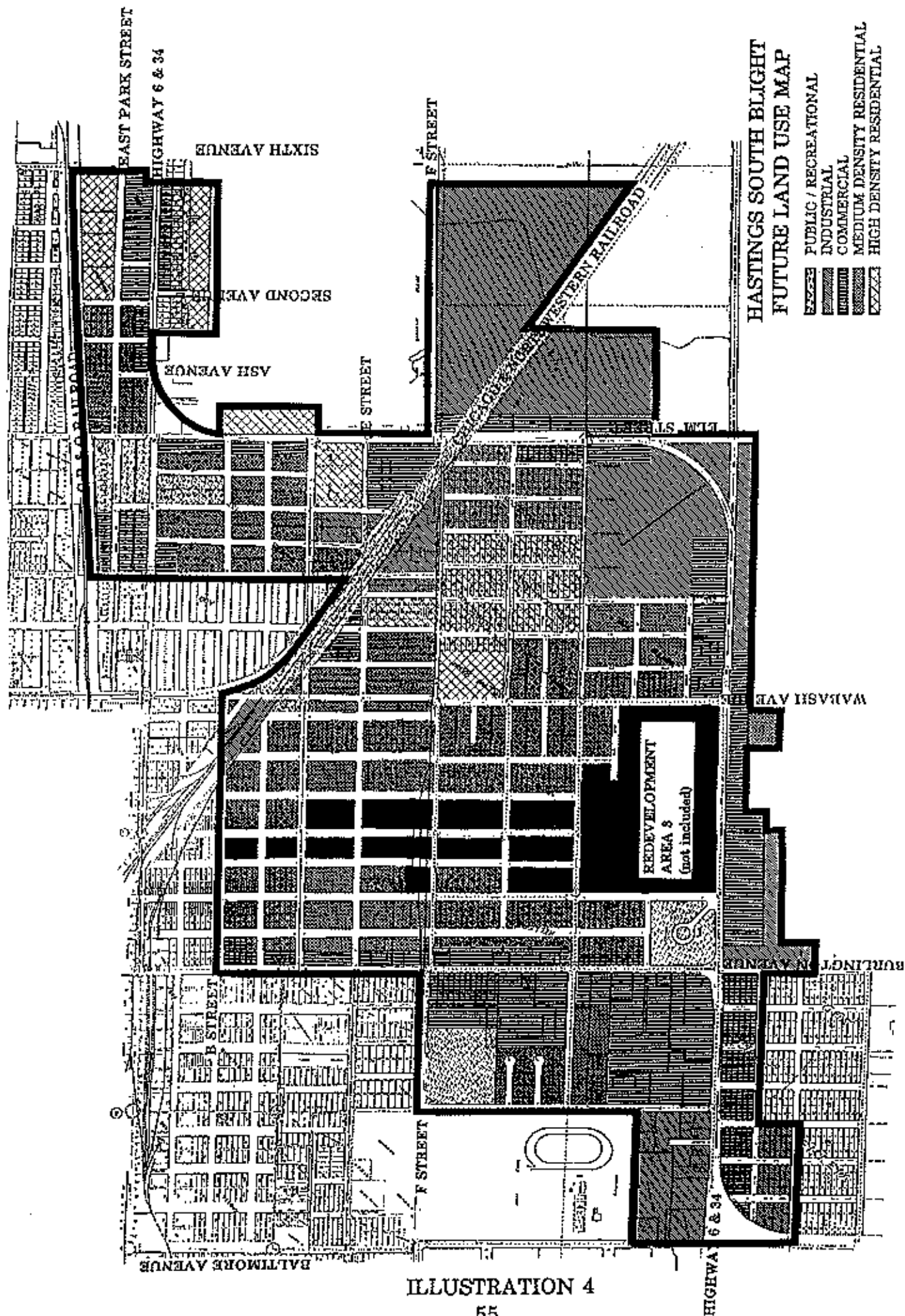


ILLUSTRATION 4

2. Future Zoning Districts

Future zoning districts for the Study Area are identified in Illustration 5. The Consultant utilized the current zoning district classifications available with the City of Hastings in designing future zoning districts. In turn, the permitted uses and development density allowed within the proposed future zoning districts are the same as those currently permitted in the respective zoning classifications identified in the City's official zoning ordinance. In general, future zoning districts overlay related future land use districts.

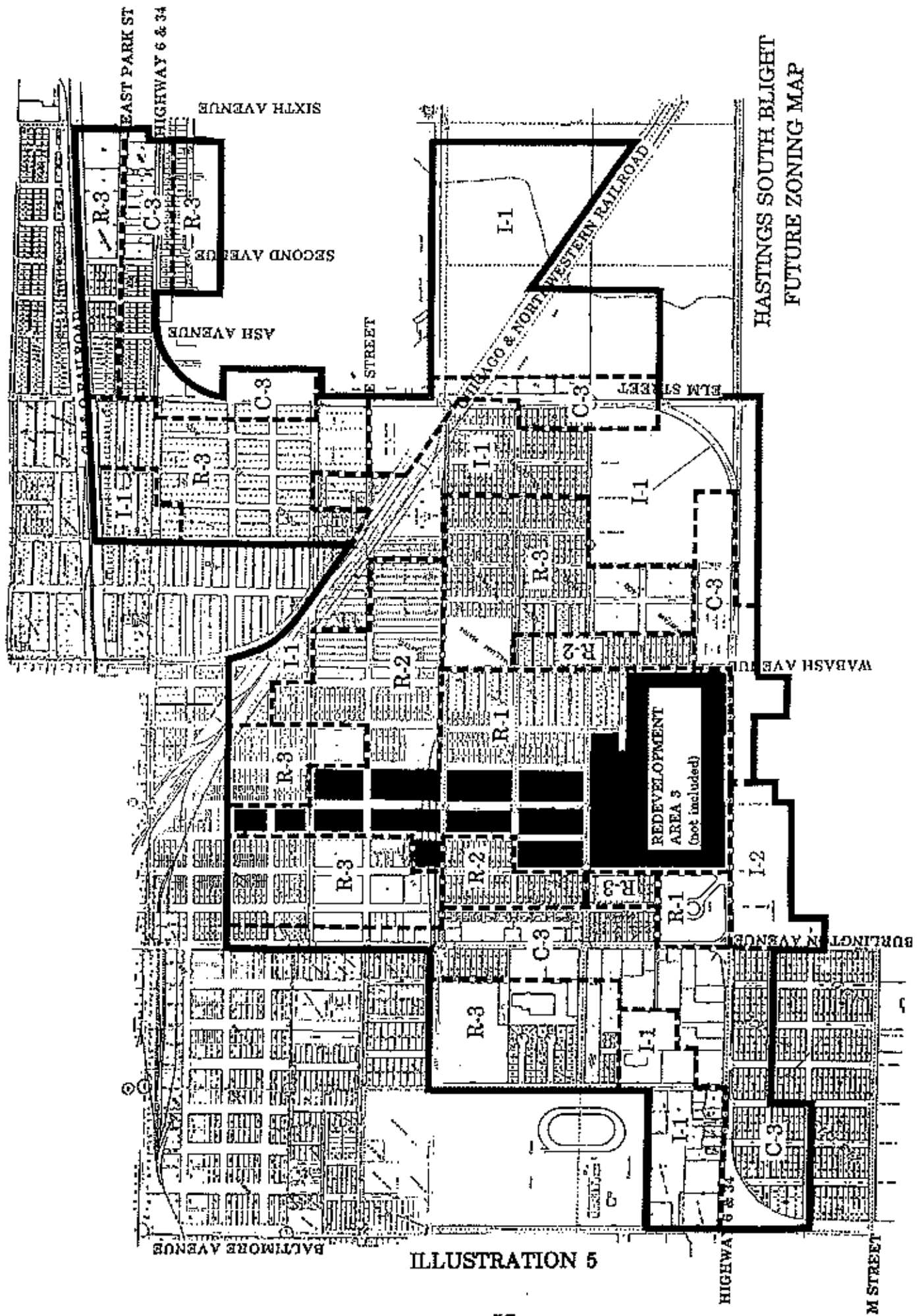
High density residential development has been designated for three parcels which are currently predominantly vacant land. The first parcel is bounded by "D" and "E" Streets and Elm and Cedar Streets, this is almost entirely vacant land. The third parcel is located between "F" and "H" Streets and adjacent to the east of the Adams County Fairgrounds. This parcel is predominately vacant, a few single family residences and multi-family dwellings exist in the southern portion of this area. The Consultant recommends development of multi-family dwellings be limited to the north side of "H" Street as the larger open space to the north should be reserved for recreational purposes. There are several additional high density residential districts throughout the Study Area. These districts represent mobile home parks and primarily high density uses.

The remainder of the residential districts (R-1 and R-2) overlay future residential land uses. The majority of the residential districts in the Study Area exemplify medium density development of vacant lots in established residential areas.

Commercial zoning districts are located on both sides of Highway 6/34, Elm Street and Burlington Avenue. A number of parcels in the C-3 zoning district are in transition. The areas in transition should remain or become commercial uses. The C-3 zoning district does provide a buffer for residential districts from a major arterial as well as including existing commercial uses and providing ample room for future commercial uses.

The proposed industrial zones in the study area reflect what currently exists except for a transition of I-2 industrial uses to a less extensive industrial zoning district of I-1. The majority of the I-1 zoning districts parallel the Union Pacific Rail Line and are located in the southeast and southwest portions of the Study Area. The industrial districts do have ample space for future industrial development.

Special attention was given to increasing the density of residential land usage, providing additional commercial areas and the buffering of proposed graduated land uses when determining future zoning districts for the Study Area. Overall, an estimated sixty-five (65%) of the Study Area has been recommended for a change in zoning classification.



3. Recommended Public Improvements

The primary purpose for the creation of a Redevelopment Plan, accompanied with the preceding blight and substandard determination study, is to allow for the injection of public intervention into a specific area. This public intervention is planned and implemented to serve as a "first step" for redevelopment and encourage private development within the area. The most common form of public intervention is the improvement of the public infrastructure, specifically streets, water and sewer systems and sidewalks. Illustration 6 identifies the recommended public improvements for the area. The following narrative describes these improvements.

- A. Relocation of Union Pacific Rail Line - The Union Pacific Railroad has proposed to construct a new rail line around Hastings, Nebraska and to abandon the present rail line through the city. A portion of the line to be abandoned is located in this redevelopment area. The line is located in the northeast portion of this Study Area. The relocation of this line will result in a net savings of 2 "at grade" crossings of the Union Pacific Mainline located at Pine and Wabash Avenues.

The removal of the rail line provides several options for the future use of the right-of-way. An appropriate use which would benefit the citizens of Hastings is the development of a trails system.

- B. Grade Separation Removal - The relocation of the Union Pacific Rail Line will make the Elm Street overpass obsolete. The overpass is in need of repair. An option which will become available is the removal of the overpass. The removal of the overpass will benefit future improvements to Elm Street/Highway 6/34 for heavy traffic design capacities. The future "on grade" crossing of the abandoned railroad right-of-way will allow for access to land which previously was "land locked" due to the overpass.
- C. Widening and Resurfacing of Elm Street to three lanes between Highway 6/34.
- D. Resurfacing of Highway 6/34 between Sixth Avenue and Elm Street.
- E. Development of interior street network for commercial and industrial uses located between Burlington and Baltimore Avenues and north of Highway 6/34.
- F. Development of east-west local street east of Highway 6/34, "F" Street.

- G. Continuation and Paving Development of grid street system between Wabash and Cedar Avenues and Highway 6/34 and "G" Street.
- H. Resurfacing of Lincoln Avenue from "B" to "E" Street.
- I. Resurfacing of Hastings Avenue from "B" to "F" Street.
- J. Resurfacing of South Street from California Street to Elm Avenue.
- K. Gap Paving of East Park Street from First Avenue to Sixth Avenue.
- L. Gap Paving of Second Avenue from East Park Street to Highway 6/34.
- M. Gap Paving of Rhode Island Street south from "D" Street to the railroad right-of-way.
- N. Gap Paving of Ross Street from "F" to "E" Streets.
- O. Gap Paving of "K" Street from Garfield to Burlington Avenues.
- P. Paving Construction of street, curb and gutter of Wabash Avenue from Highway 6 to Kent Street.
- Q. The development and repair of sidewalks in existing residential areas and areas adjacent arterial streets.

Each proposed resurfacing and paving proposal should include the improvement/creation of curbs and gutter, drainage structures, sidewalks and public lighting.

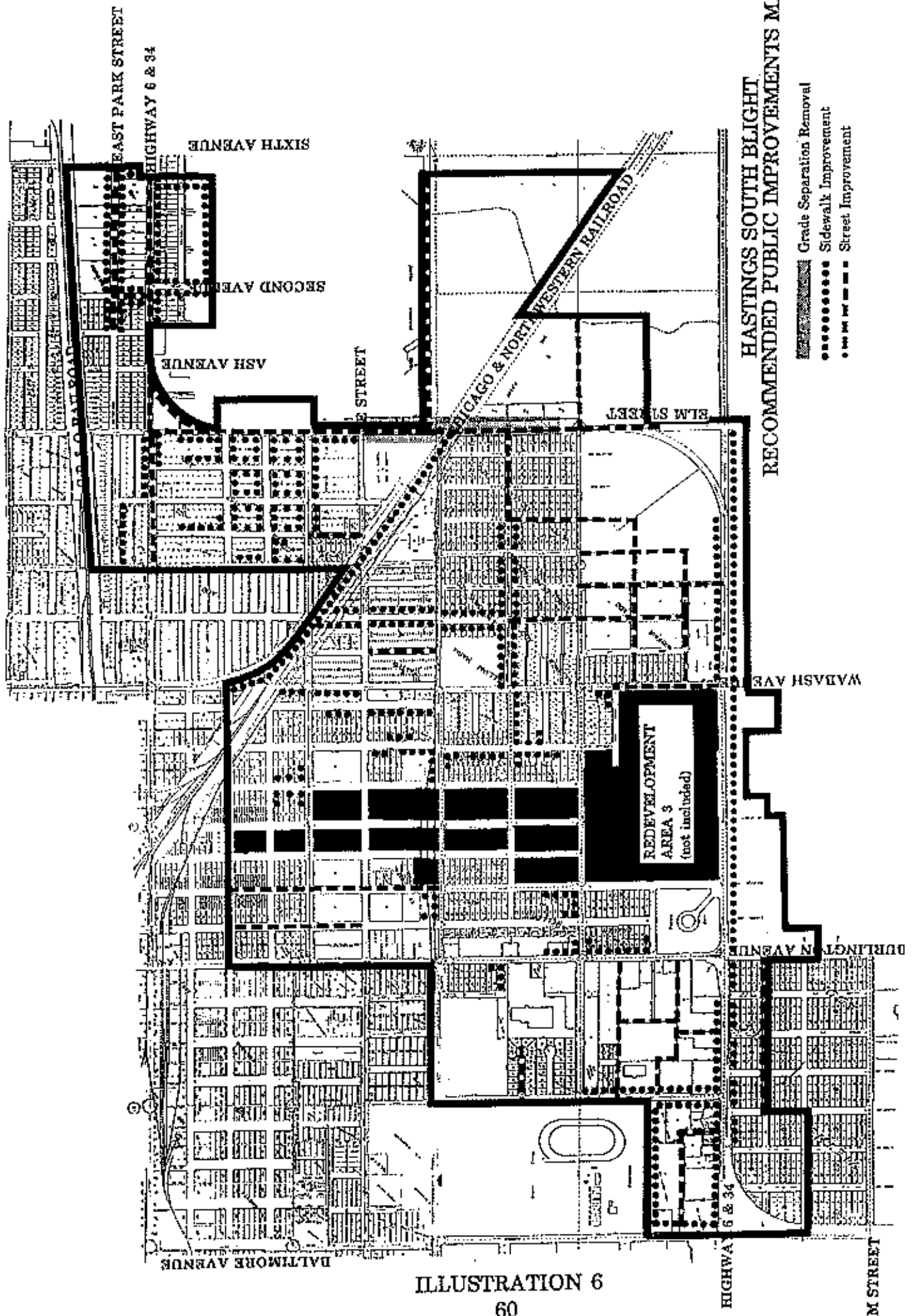


ILLUSTRATION 6

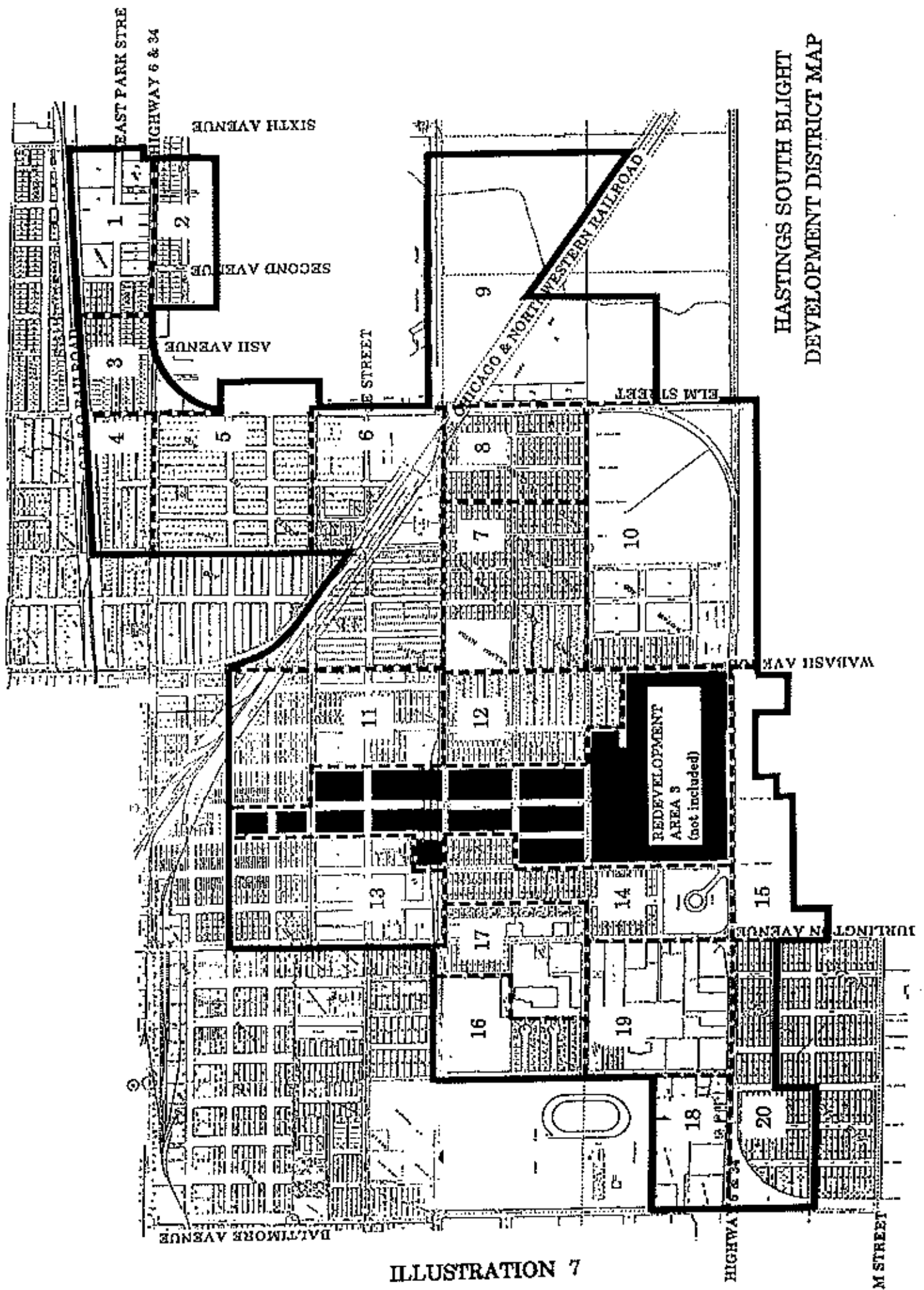


ILLUSTRATION 7

- District 10 - District should be reserved for mixed commercial and industrial uses and medium to high density residential uses. Currently the district is primarily vacant land. The northwest portion of the district which includes Wayfair Addition should be developed as medium to high residential uses. This would require further development of the adjacent street grid network. The areas adjacent Highway 6/34 should be developed into highway commercial areas to provide services for motorists who will travel Highways 6/34. Consideration should be given to keep ingress and egress locations at a minimum along the highway to reduce traffic hazards created by vehicles turning into and out of the commercial area. Between this district and the residential areas north and northwest, consideration should be given to non-retail uses. Special attention should be given the proper design of the site to allow for adequate off-street parking and screening (vegetation, earth berms, fencing) of the area from adjacent residential land uses.
- District 11 - District should be reserved for medium density residential development. Community development efforts should continue in the area to improve sidewalk network. The City should continue its effort of removing dilapidated structures, provide financial assistance in rehabilitation of homes, and general clean-up activities in the district. A concentrated effort should be made to plat individual lots for residential development consistent with surrounding residential land use. Light industrial uses should continue near the railroad line, the clean-up of debris in these areas is strongly encouraged.
- District 12 - District should be reserved for low to medium density residential development. Community efforts should continue to complete the sidewalk network in the district. The residential units in the southeast portion of the Study Area are relatively new and require few improvements. The City should continue its effort of removing dilapidated structures and general clean-up activities in the district.

A concentrated effort should be made to infill the existing vacant lots with single and two family residential units.

- District 13 - District should be reserved for medium density residential uses and strip commercial development along Burlington Avenue. The city should continue its effort of removing dilapidated structures, provide financial assistance in rehabilitation of homes and general clean-up activities in the district. A concentrated effort should be made to plat individual lots for residential development consistent with surrounding residential land use. Residential uses along Burlington Avenue should be removed as residences become substandard. The residential uses should be replaced with commercial uses. Future public improvement efforts in the district include resurfacing of Lincoln Avenue from "E" to "B" Street and Hastings Avenue from "F" to "B" Street.

- District 14 - District should be reserved for medium density residential development, mixed commercial and industrial uses and Taylor Park. The mixed commercial and industrial uses should be located adjacent Burlington Avenue and provide off-street parking for vehicles to increase safety by reducing blind spots and limiting pedestrian and motor vehicle interaction, especially adjacent Taylor Park. Residential areas exist throughout the area. The city should continue its efforts of removing dilapidated structures and general clean-up activities in the district. Community development efforts should include continual maintenance and upgrading of facilities in Taylor Park, general clean-up activities, removal of dilapidated structures and continual improvement of streets and sidewalks.
- District 15 - District should remain commercial and light industry. The City should encourage the paving of driveways and parking lots and general clean-up of the existing uses.
- District 16 - This district should be reserved for medium density residential uses and park space. Residential development should occur on platted lots. The development of the north cul-de-sac would open up several more developable lots. The large open space to the north would make an excellent location for playing fields and other recreational facilities if land assemblage can be accomplished.
- District 17 - District should be transitioned into future strip commercial uses. The City should make a concentrated effort to relocate existing residential uses and assemblage of the land for commercial redevelopment. Special attention should be given the proper design of the sites to allow for adequate off-street parking and buffering of the area from adjacent industrial and residential land usage. Public improvement efforts should encourage the proper circulation system for maximum safety along Burlington Avenue.
- District 18 - District should remain commercial to industrial with future emphasis on light industrial land usage. The opportunity exists for the City to systematically acquire vacant and dilapidated properties for assemblage and resale for appropriate redevelopment. The district is in need of clean-up of debris and the removal of substandard buildings. Consideration should also be given the planned development of off-street parking areas and hard-surfaced streets to improve vehicular accessibility in the district;
- District 19 - District should remain commercial to industrial land uses. The opportunity exists for the city to systematically acquire vacant land for assemblage and resale for appropriate redevelopment. The district is in need of an interior street system, off-street parking, landscaping and general clean-up of debris. These public improvements will provide greater accessibility and increase usage of the property.

- District 20 - This area should be reserved for future commercial development. The City should concentrate on the securement, assemblage of vacant properties in the area for the resale of properties for commercial development. Consideration should be given to keep ingress and egress locations at a minimum along the highway to reduce traffic hazards created by vehicles turning into and out of commercial areas. Recommended public improvements would include hard surfacing of local streets as the area develops.

APPENDIX III

AUTHORIZATION

1. Purpose of Plan. This Redevelopment Plan has been adopted for the purpose of promoting the general welfare, the economic and social well being of the Hastings community, the development of any public activities and public events in the Hastings community, the enhancement of the tax base, and for any and all other purposes as otherwise described in this plan, and in the community development laws of the State of Nebraska, Neb. Rev. Stat. Sec. 18-2101 et seq., as amended from time to time.
2. Powers of Authority. In order to carry out the purposes and goals of this Redevelopment Plan, the Authority shall have the specific authority within the Community Redevelopment Area to clear areas and install public improvements, sell or retain land for public use, dispose of both real and personal property for fair value, acquire real property, and rehabilitate and resell it for dwelling purposes, and to provide grants, loans, or other means of financing to public or private parties in order to accomplish the rehabilitation or redevelopment in accordance with this Redevelopment Plan, subject however, to the provisions of Paragraph 4 which follows.
3. Activities Consistent With Plan. Any of the activities described in this Plan, when undertaken within the boundaries of the Community Redevelopment Area, and for one or more of the purposes set forth in this Plan, shall be deemed to be in accordance with the Redevelopment Plan notwithstanding the fact that the activities may not be entirely consistent with the Redevelopment Plan description of activities for any particular redevelopment project area. It is the understanding and intention of the Authority that the detailed description of activities in the Redevelopment Plan is included for the purpose of indicating the types of activities which are considered appropriate within the entire Community Redevelopment Area. The detail in the Redevelopment Plan description is conceptual only, and is not intended to establish or fix the specific type of redevelopment activities for any particular redevelopment project area. Accordingly, all powers afforded to community redevelopment authorities under Neb. Rev. Stat. Sec. 18-2101 et seq., as amended from time to time, may be exercised by the Authority without further amendment to the Redevelopment Plan, so long as the exercise of those powers is carried on within the Community Redevelopment Area, and is consistent with the concepts for redevelopment as shown in the Redevelopment Plan, subject however, to the provisions of Paragraph 4. The specific type of redevelopment activities for any particular redevelopment project area shall be established in the redevelopment contract between the Authority and the Redeveloper, or where there is no contract, then such specific activities shall be described in a resolution adopted by the Authority.

4. The powers of the CRA described herein are subject to the following:
- a) Prior to incurring any debt, the CRA shall furnish details of the transaction to the City Administrator for review.

If such debt will be considered as "qualified tax exempt obligations" under Section 265(b)(3)(B)(i)(III) of the Internal Revenue Code of 1986, as amended, the CRA shall also submit to the City the following:

- (i) a request for allocation of qualified tax exempt obligation pursuant to Section 148(f)(4)(C)(iv) of the Internal Revenue Code stating the principal amount of said qualified tax exempt obligation, and the calendar year the transaction will be accomplished; and
- (ii) Any and all documentation requested by the governing body, the City Administrator, or the City Attorney pertaining to said transaction.

The CRA will incur no qualified tax exempt obligations without first obtaining the approval of the Hastings City Council, and the City's allocation of the obligation pursuant to Section 148(f)(4)(C)(iv) of the Internal Revenue Code.

- b) The CRA will not enter into any transaction or group of transactions with respect to a redevelopment project, totaling \$125,000.00 in the aggregate, or more, without first obtaining the approval of the Hastings City Council. For the purposes of this subparagraph, the term "transaction" shall mean any purchase, sale or lease of real or personal property by the CRA; any grant, loan or other means of financing provided by the CRA to a public or private party; or expenditure of any CRA funds for improvements to be made upon any property owned by the City; provided, the limitations of this subsection (b) shall apply only to transactions to the extent they are funded by revenues derived by the CRA's certification of a tax levy pursuant to Neb. Rev. Stat. § 18-2107(11).
5. In order to expedite the City's consideration of any requests made pursuant to paragraph 4 above, all staff reviews and City Council meetings shall be conducted as soon as its practical, and the City Council will call special meetings where appropriate.



HASTINGS

Nebraska



File Nos.

2024-301

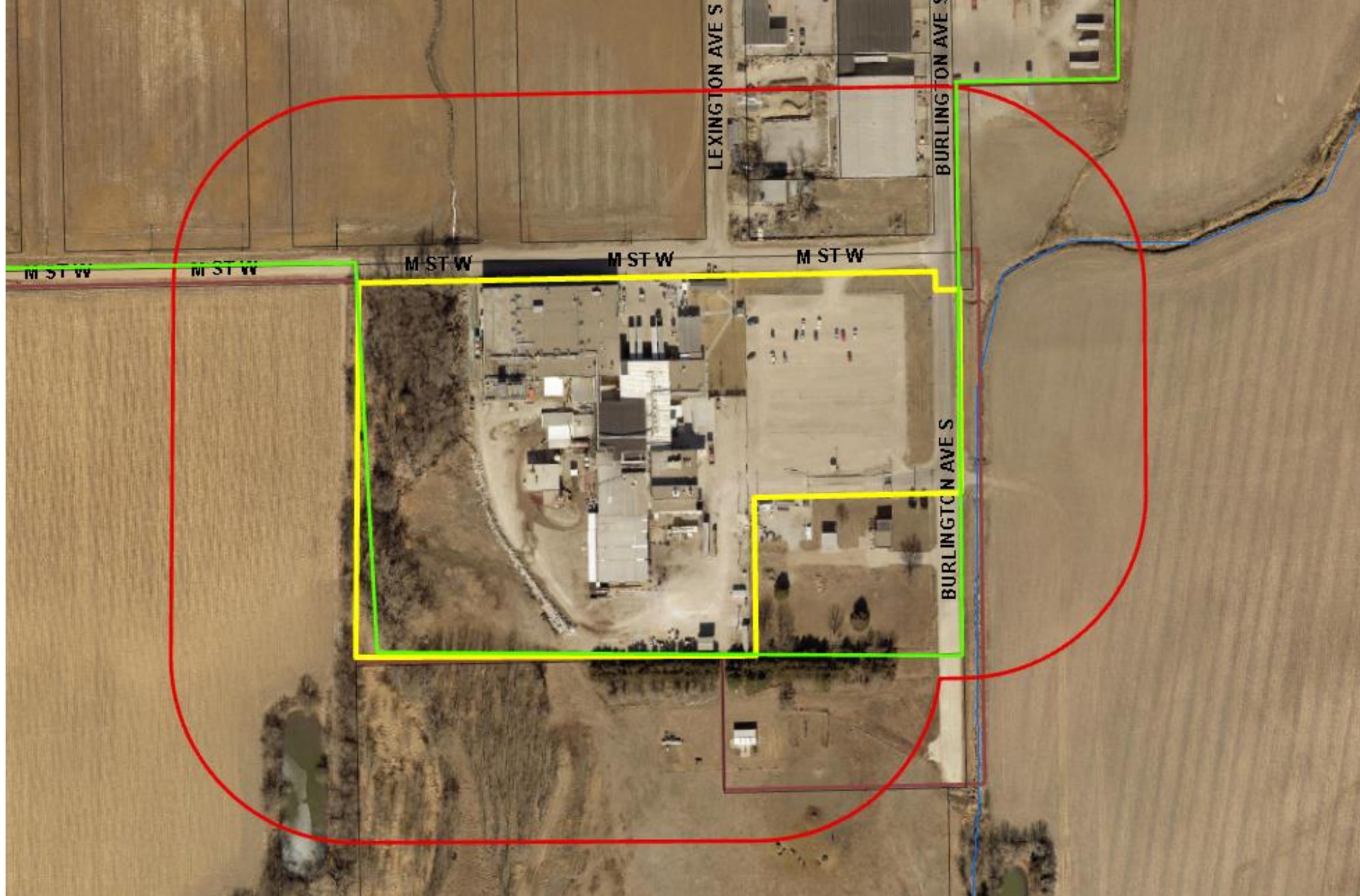
Projects

Noah's Ark Processors Redevelopment Project

A public hearing to consider a request for a Plan Modification No. 2024-8 to Redevelopment Area #5 for the Noah's Ark Processors expansion and rehabilitation.

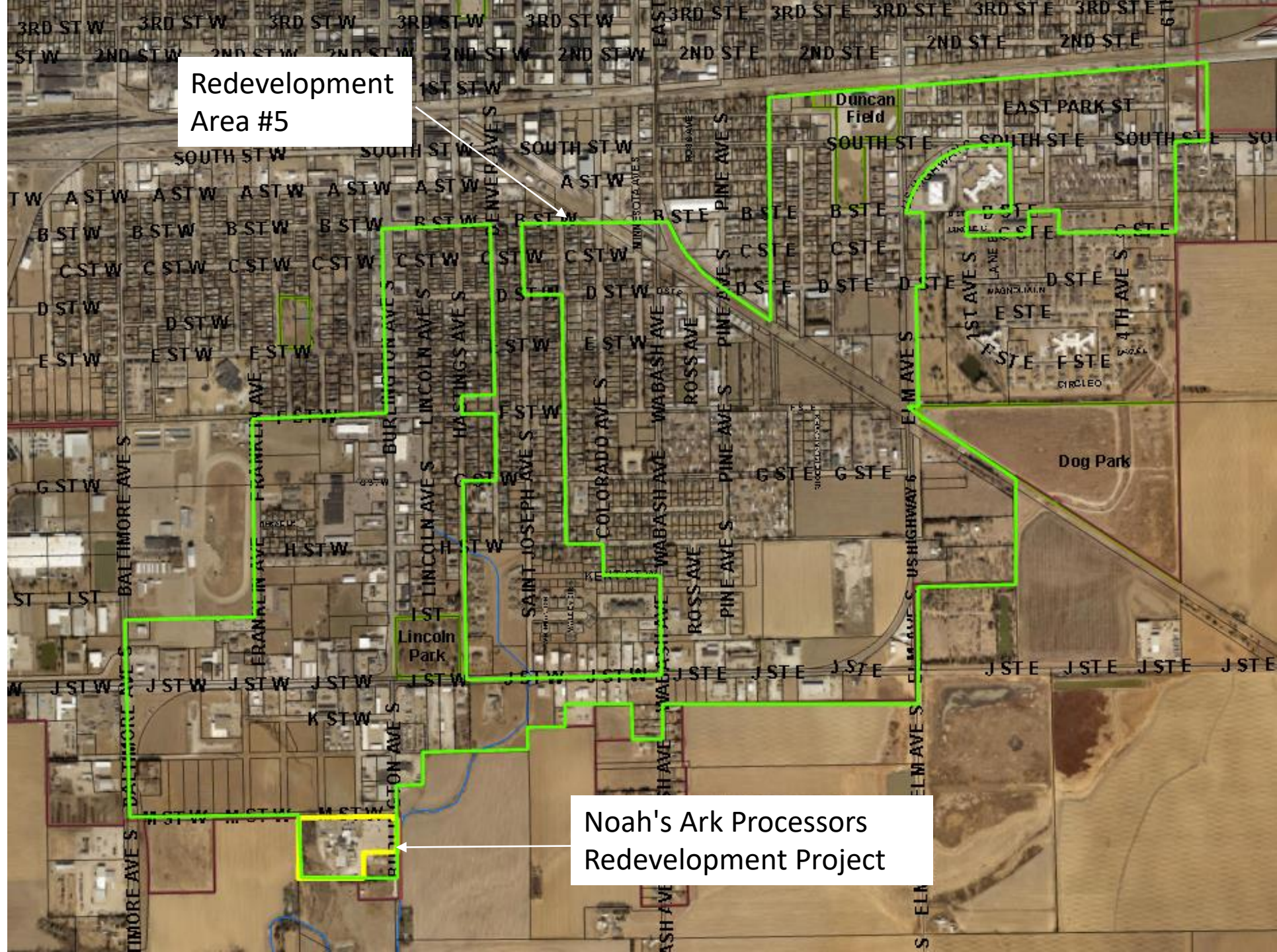
Applicant

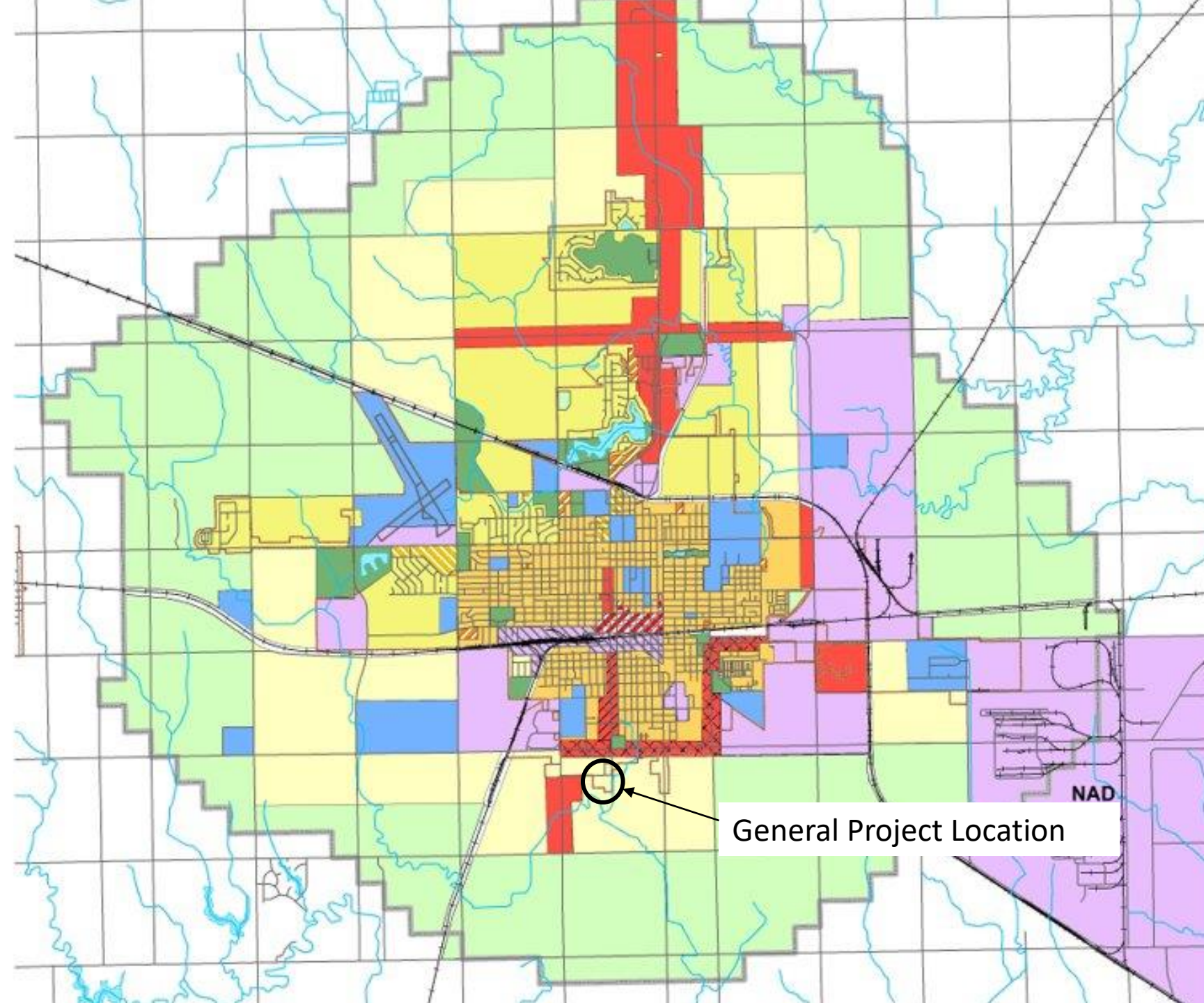
CRA on behalf of Noah's Ark Processors



Redevelopment
Area #5

Noah's Ark Processors
Redevelopment Project





Land Use:

- Rural Residential
- Suburban Residential
- Urban Residential
- Mixed-Use - Neighborhood
- Mixed-Use - Community
- Mixed-Use Downtown
- Commercial/Retail
- Employment/Industrial
- Public / Semi-Public
- Parks & Recreation
- Agriculture

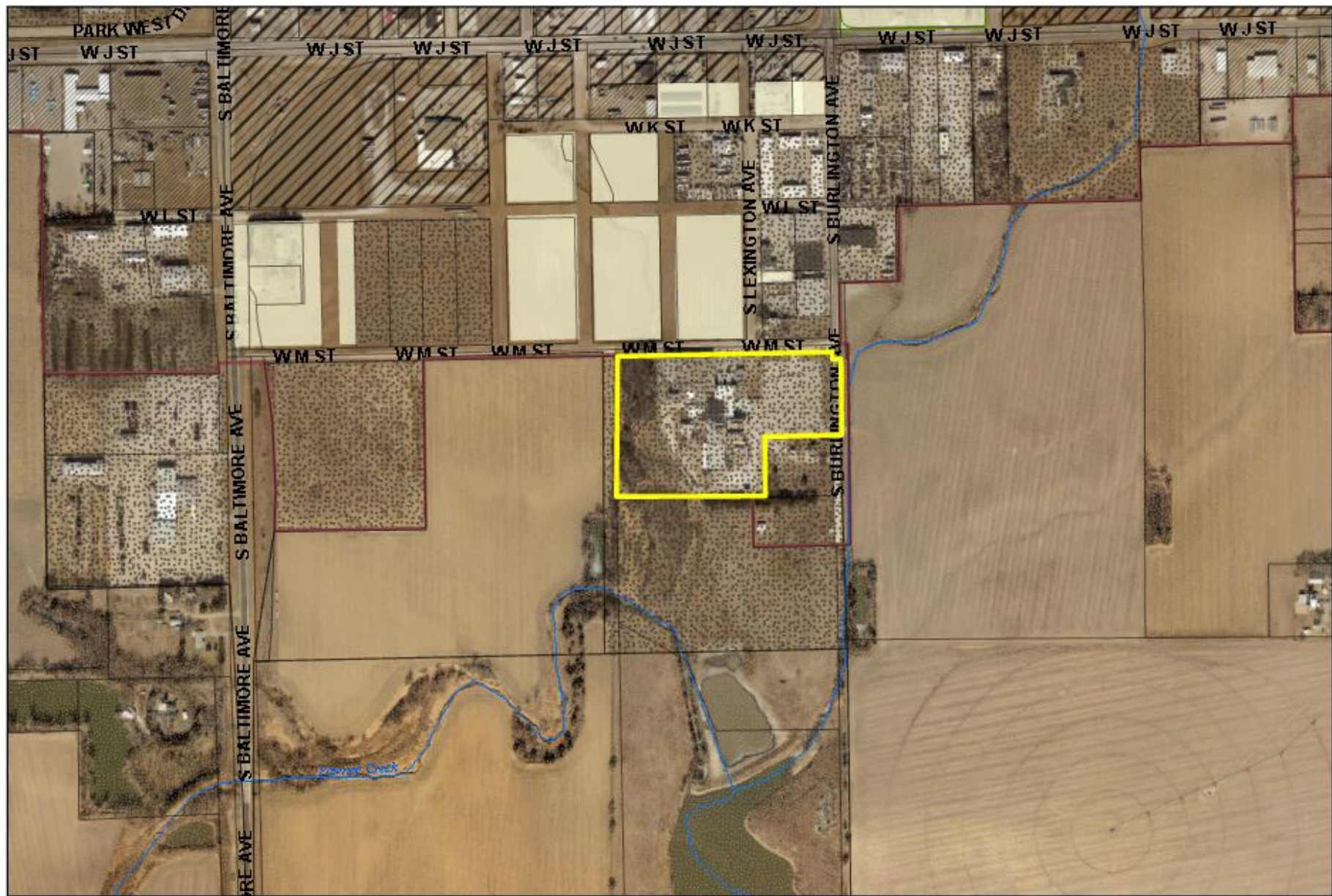
Overlay Districts:

- South Burlington Overlay
- Highway 6 Overlay
- Urban Industrial Overlay
- Floodplain

- City Boundary
- ETJ Boundary
- Education

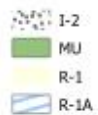
General Project Location

NAD



Noah's Ark Processors Plan Modification

City Zoning



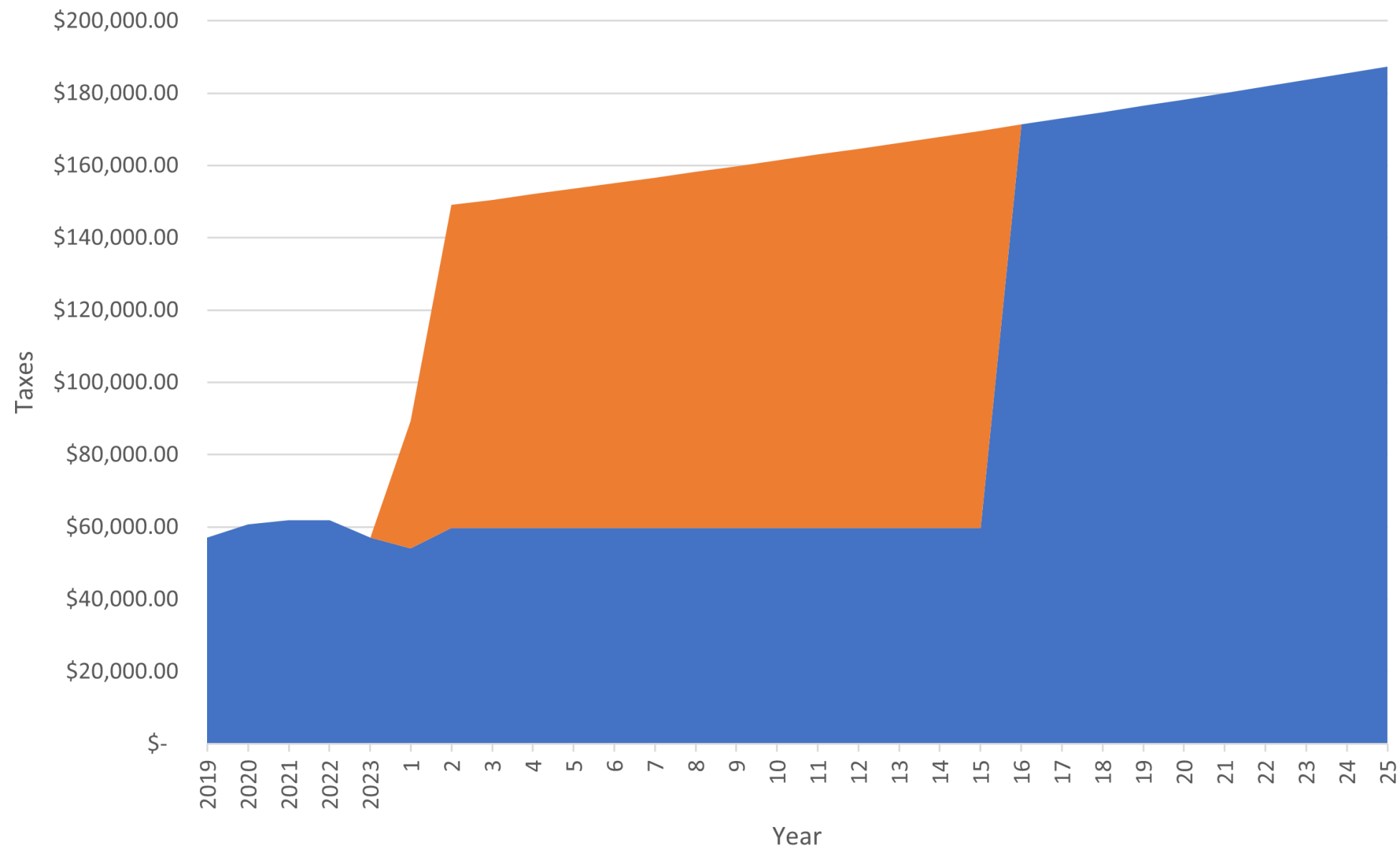
Project Costs and Funding Sources

USE OF FUNDS		SOURCES OF FUNDS	
Hot Box Expansion and construction	\$ 16,300,000	USDA MPPEP Grant	\$10,000,000
Hotbox - Engineering & Architecture	\$ 3,100,000	New Market Tax Credit Grant	\$4,000,000
Harvest Floor Equip & Addition	\$ 8,000,000	CDBG Grant/Loan	\$1,000,000
Harvest Floor Engineer & Infrastructure	\$ 3,300,000	Neebraska Enterprise Fund Loan	\$5,000,000
Harvest Floor Equip & Addition	\$ 13,800,000	Heartland Financial loan	\$24,000,000
		TIF Loan	\$500,000
Total Uses	\$ 44,500,000	Total Sources	\$44,500,000

Anticipated TIF Funding

2024 assessed value:	\$4,117,704
Estimated value after completion	\$6,867,704
Increment value	\$2,750,000
Annual TIF generated (estimated)	\$59,805
TIF bond issue	\$500,000

Noah's Ark Processors Tax Increment Financing



Estimates based on 1% annual increase in
value and 2023 tax rate

Collected Taxes Tax Increment

Staff Findings Summary for Plan Modification

- The project is feasible and conforms with the Comprehensive Plan
- The project would not be economically feasible without the use of TIF funding. Outside funding source applications rely on TIF as a local source of funds. Without TIF funding, the project is infeasible.
- Because of the infeasibility of the project without TIF funding, the project would most likely not happen without the use of the TIF tool.
- The cost/benefit of the project is in the long-term best interest of the community. The project rehabilitates and expands an outdated and substandard building.

Staff Recommendation

Staff recommends the Planning Commission recommend **APPROVAL** to the City Council for the request for a **REDEVELOPMENT PLAN MODIFICATION** for the Noah's Ark Processors Redevelopment Project, generally located southwest of the intersection of West M Street and South Burlington Avenue, on the west side of South Burlington Avenue, based on the findings in the staff report and the Redevelopment Plan Modification materials.



Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 9/17/2024
File No: 2024-279
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

Names of People/Business affected by this action:

The applicant, the City of Hastings and Adams County.

Why Planning Commission action is required:

Neb. Rev. Stat. 19-929 states that the City Council shall not take final action on subdivision development matters without the recommendation of the Planning Commission.

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

This case will be presented for approval at the City Council Regular Meeting to be held on October 14, 2024.

Department head comments:

The Development Department and Plat Track review teams (to include County officials) have reviewed this subdivision plat and the applicant has incorporated all recommendations found to be relevant with subdivision design standards and regulations in City Code Section 38-203. All related utility easement locations have been reviewed and approved by the Utilities Coordinator as part of this plat process.

A complete review of the Final Plat can be found in the attached Staff Report.

Recommendation:

Staff recommends the Planning Commission **APPROVE** the **FINAL PLAT of Elm Meadows First Subdivision**, with the following conditions:

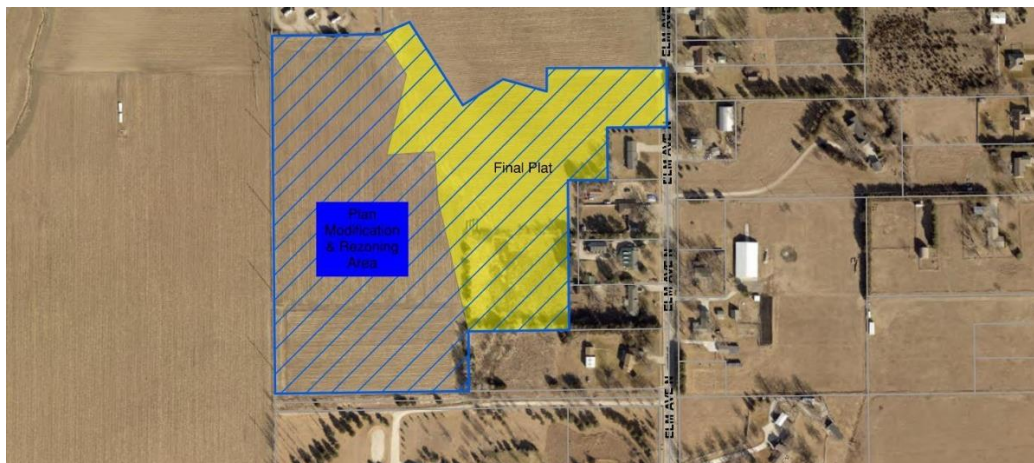
1. The proposed rezoning from R-1A, Single-Family Large Lot Residential to R-1, Urban Single-Family Residential District, must be approved.
2. The requested utility easement vacations must be approved by the City Council.



City of Hastings Planning Commission

STAFF REPORT

Final Plat:	Elm Meadows First Subdivision
File No.	2024-279
Applicant	Lagunas Home Construction, LLC – Maria De Los Angel Montanez Aldaba
Property Location:	Generally located approximately 850 feet south of the intersection of North Elm Avenue and East 26th Street, on the west side of North Elm Avenue
Lot Size:	11.36 acres
Date of Public Hearing:	September 17, 2024
Zoning	R-1A, Single-Family Large Lot Residential District (Note the applicant has requested to rezone the property to R-1 District)
Adjacent Zoning:	North: R-3, Multiple-Family Residential District, A, Agricultural District East: R-1A District and R-1, Urban Single-Family Residential District South: R-1 District West: R-1A District and R-1 District



SECTION AND REQUIREMENT OF HASTINGS CODE OF ORDINANCE CONSIDERATION OF A FINAL PLAT:

- **Sec. 38-201. – Approval of subdivision plats**
- **Sec. 38-203. – Final Plat:** describes intent and submittal requirements.
- **Chapter 28, Article III. – Planning and Community Design Standards:** describes various plat, lot, and site design requirements.
- **Chapter 28, Article IV. – Engineering and Technical Standards:** describes technical standards of public infrastructure and other improvements.

DESCRIPTION OF FINAL PLAT REQUESTED:

The proposed subdivision creates 18 single-family lots, ranging from 10,791 square feet to 48,011 square feet. The Final Plat will create Outlots A & B as drainage easements, which will have bioswales and detention basins located within the outlots to manage stormwater runoff and stormwater quality. The Final Plat will dedicate needed street rights-of-way (ROW) and utility easements to serve the site.

Two public utility easements previously dedicated have been requested to be vacated, as they are no longer needed. Both easements (Instrument No. 20015120 and 20061815) are 60 feet wide and were dedicated to provide for sanitary sewer and water infrastructure. These easements generally follow the proposed ROW of East 23rd Street and Hudson Way/E. 22nd Street and would be duplicative. Appropriate easements will be dedicated in their place to serve the development.

The West 23rd Street ROW will provide the main entrance into the residential neighborhood. This public street will intersect with Hudson Way. At the intersection, Hudson Way will be a private drive to the north to serve the proposed apartment complex. To the south of the intersection, Hudson Way will be a public street. At approximately Lots 16, the street name will transition to East 22nd Street to maintain the street name and address conventions established by the City.

Lots 9 and 10 are proposed to be flag lots. A flag lot is defined as “a lot which does not have the required frontage on a public street, and which is located adjacent to a lot which does have the required frontage on a public street. A flag lot shall include a projection, or “flagpole”, which connects the flag lot to the public right-of-way, which flagpole shall meet the requirements set forth in this chapter under the definition of a flagpole. The flagpole on a flag lot need not meet the minimum lot width requirements set forth in these regulations, but the remaining portion of a flag lot, exclusive of the flagpole, must meet all lot width, front and rear yard setbacks, and all other requirements the same as if it were not a flag lot.

The definition of flagpole, as it relates to lot configuration is “a narrow extension of property which is attached to and constitutes a part of a flag lot, which property provides access from the public right-of-way to the buildable portion of the flag lot. A flagpole shall be at least 20 feet in width and must meet all requirements of the Fire Code of the City as a fire apparatus access road. When located in the City of Hastings, Nebraska, a flagpole shall be not more than 200 feet in length. When located outside the City of Hastings, Nebraska but within the zoning jurisdiction of said City, a flagpole shall be not more than 400 feet in length.

The proposed flag lots meet the minimum definitions and requirements of the Subdivision Regulations. The Hastings Fire Department has reviewed the proposed lot layout and approve the design. A fire hydrant may be required within the proposed utility easements in the “flagpole.” City staff has recommended a private access easement be established between the two lots to ensure appropriate access and maintenance in the future.

The applicant has applied to rezone the subdivision area and the land shown in the Elm 26 Preliminary Plat intended for single-family lots to R-1, Urban Single-Family Residential District. Please see the rezoning staff report for more details.

Property Description:

The property is currently a vacant, undeveloped tract being used for row-crop agriculture. The site slopes to the west towards a natural drainage way that drains the land on the property and adjacent property to the south and west to the north towards the Big Blue River.

In June 2024, the land was approved as part of the Elm 26 Preliminary Plat.

CONSIDERATIONS OF THE FINAL PLAT:

Subsection 38-201(1). – Approval of subdivision plats states, “No plat of or instruments effecting the subdivision of real property shall be recorded or have any force and effect unless the same be approved by the City Council, subject however, to the exceptions set forth in [Section 34-106](#) of this code. The City Council shall hold no public meeting, nor take any action upon any plat or instrument effecting a subdivision until it has received the recommendation of the Hastings Planning Commission.”

City staff reviews the following topics to ensure that the proposed final plat conforms to the minimum standards of Chapter 28, Article III. – Planning and Community Design Standards and Chapter 38, Article IV. – Engineering and Technical Standards and to provide a recommendation to the City of Hastings Planning Commission and Hastings City Council.

STAFF COMMENTS: Staff recommends the Planning Commission **APPROVE** the **FINAL PLAT of Elm Meadows First Subdivision**, with the following conditions:

1. The proposed rezoning from R-1A, Single-Family Large Lot Residential District, to R-1, Urban Single-Family Residential District, must be approved.
2. The requested utility easement vacations must be approved by the City Council.

PREPARED BY: Chad Bunger, AICP, CFM, Director of Development Services

DATE: September 3, 2024

ATTACHMENTS:

1. Application Materials
2. Final Plat of Elm Meadows First Subdivision
3. Utility easement vacation applications.
4. Elm 26 Preliminary Plat (approved June 2024)



Plats Application

Date: 08/16/2024

Project

Permit Type:	Final Plat	Existing Zoning:	R-1A, Single Family Large Lot Residential
Plat Name:	Elm Meadows First Subdivision	Proposed Zoning:	R-1, Urban Single Family Residential
Project Address:	2205 N Elm Ave	In City Limits:	Yes
City, State, Zip:	HASTINGS, NE 68901	Proposed Use:	Residential Development
Legal:			

Reason for Request: Proposed lots less than 100' wide

Applicant / Owner

Applicant Name:	Maria De Los Angel Montanez Aldaba	Owner Name:	RIEF DEVELOPMENT LLC
Company:	Lagunas Home Construction, LLC	Company:	
Address:	926 S Colorado Ave	Address:	705 N WEBB RD
City, State, Zip:	Hastings, NE 68901	City, State, Zip:	GRAND ISLAND, NE 68803-0000
Phone:	402-902-9115	Phone:	
Email:	montanez.mm4@gmail.com	Email:	

Key Contact / Surveyor

Key Contact:	[Key Contact]	Surveyor:	Jai Andrist
Company:		Company:	Olsson
Address:	[Address]	Address:	201 E 2nd Street
City, State, Zip:		City, State, Zip:	Grand Island, NE 68801
Phone:	[Phone #]	Phone:	3083848750
Email:	[Key Email]	Email:	jandrist@olsson.com

I do hereby certify that the information contained herein is true and correct.

Maria Montanez

Applicant

08/16/2024

Date

Maria Montanez

Owner

08/16/2024

Date



Owner's Authorization Letter

I/we hereby certify that I/we are the owner(s) of the property described herein. I/we am/are respectfully requesting processing and approval of the application(s) referenced herein. I/we hereby authorize the Applicant(s) listed on this application to act on my/our behalf during the processing and presentation of the request. The person(s) identified as Applicant shall be the principal contact with the City in processing this application.

Project: Elm Meadows First Subdivision

Address/Location: 26th Street & Elm Avenue Parcel ID 010013900

Applicant(s): Lagunas Home Construction, LLC

Scott Rief
Owner:

[Signature]
Owner's Signature

Owner:

Owner's Signature

State of Nebraska)

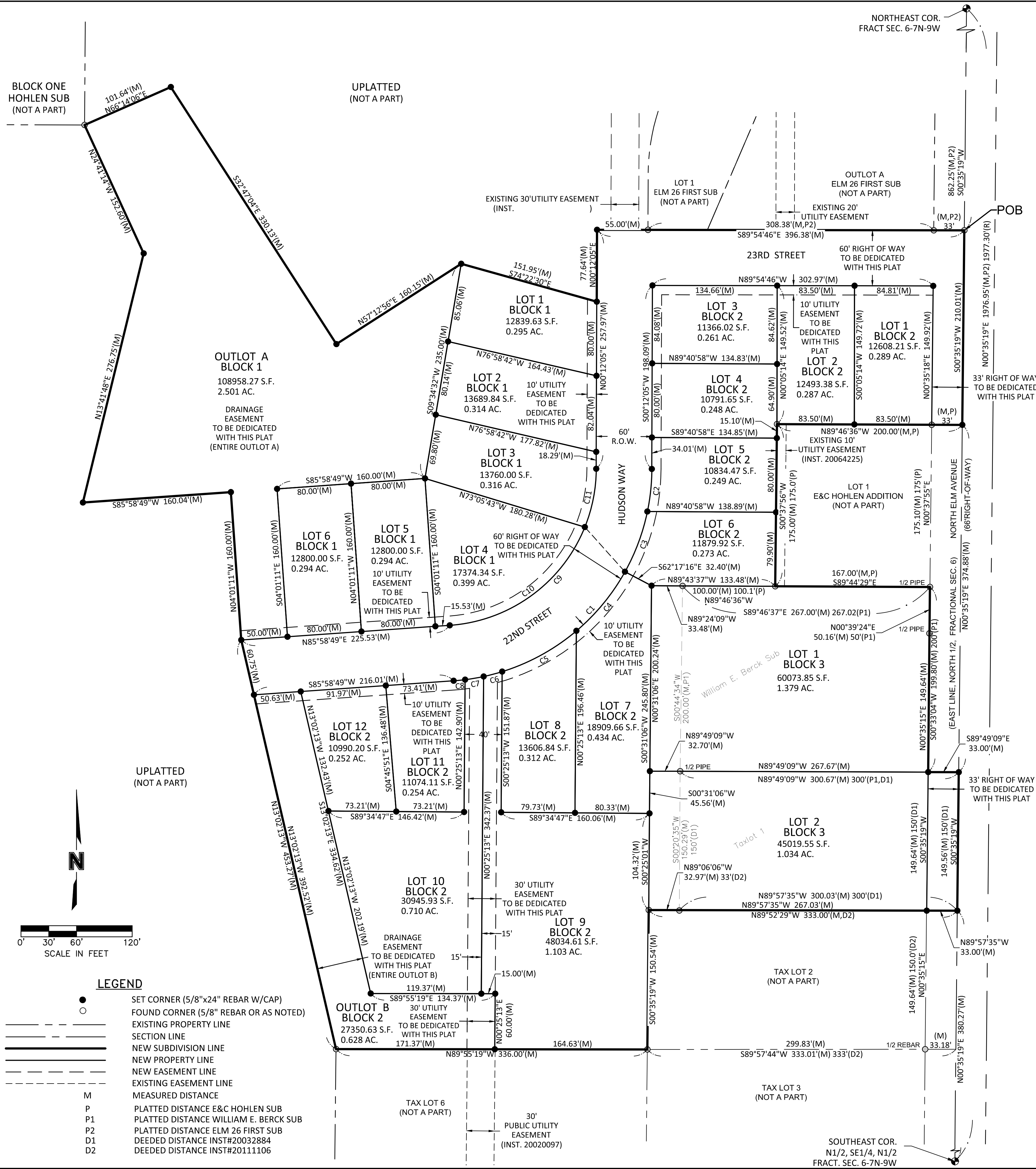
) ss:

County of ^{Hall} Adams)

The foregoing document was acknowledged before me this 16 day of August
2024, by Scott Rief



[Signature]
Notary Public



CURVE TABLE					
CURVE ID	RADIUS (FT)	DELTA	LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)
C1	230.00	085°46'44"	344.34	S43°05'27"W	313.07
C2	230.00	011°31'57"	46.29	S05°58'04"W	46.22
C3	230.00	017°19'51"	69.57	S20°23'58"W	69.31
C4	230.00	020°41'10"	83.04	S39°24'29"W	82.59
C5	230.00	022°54'32"	91.96	S61°12'19"W	91.35
C6	230.00	005°09'51"	20.73	S75°14'31"W	20.72
C7	230.00	005°03'42"	20.32	S80°21'17"W	20.31
C8	230.00	003°05'41"	12.42	S84°25'59"W	12.42
C9	170.00	085°46'44"	254.51	N43°05'27"E	231.40
C10	170.00	064°03'07"	190.05	N53°57'16"E	180.30
C11	170.00	021°43'37"	64.47	N11°03'54"E	64.08

SECTION CORNER TIES

NORTHEAST CORNER, FRACTIONAL SEC 6-7N-9W
FOUND ALUMINUM CAP IN ASPHALT
ON CENTERLINE OF N ELM ST SOUTH
N 39.33' TO 'X' NAILS IN GUY POLE
NE 47.85' TO NAIL & DISK IN POWER POLE
SE 51.89' TO MAG NAIL & DISK IN POWER POLE
SW 56.25' TO 'X' NAILS IN POWER POLE
N 1.00' TO CENTERLINE E 26TH ST EAST/WEST

SOUTHEAST CORNER, N1/2, NE1/4, S1/2, FRACTIONAL SEC 6-7N-9W
FOUND '4' IN CONCRETE

SE	97.97'	TO RED HEAD IN POWER POLE
NE	60.15'	TO RED HEAD IN POWER POLE
SW	47.85'	TO NW CORNER CONCRETE DRIVEWAY APPROACH
SW	50.20'	TO TOP CENTERLINE TELEPHONE POST

LEGAL DESCRIPTION

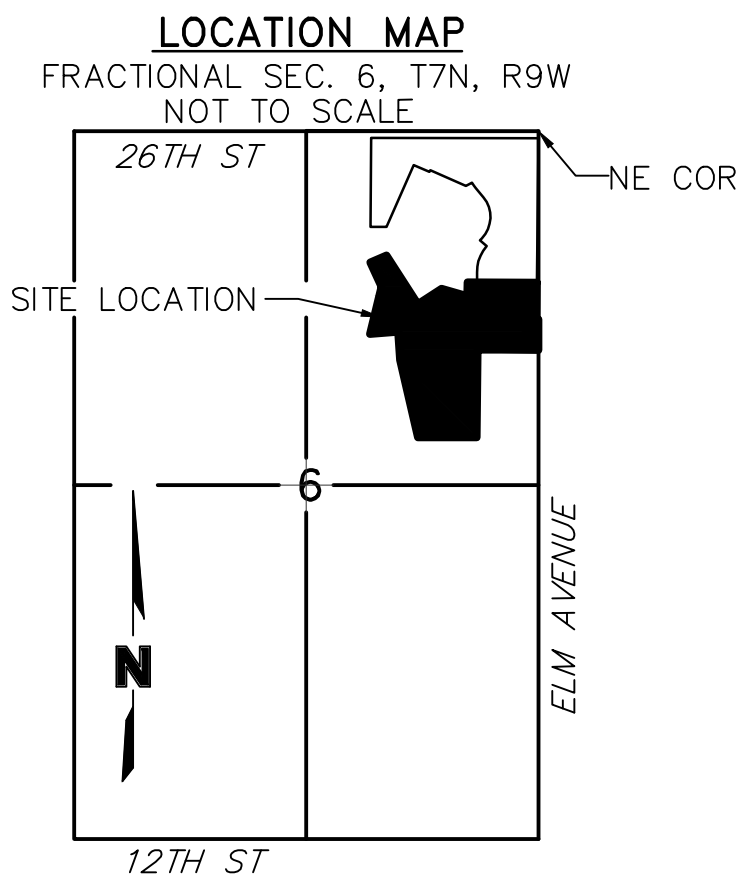
A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF 500°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 862.25 FEET TO THE SOUTHEAST CORNER OF ELM 26 FIRST SUBDIVISION AND ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUING 500°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 210.01 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE 500°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S89°46'36"E, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 167.13 FEET; THENCE 500°33'04"W, ALONG THE EAST LINE OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 199.80 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE S89°49'09"E A DISTANCE OF 33.00 FEET TO A POINT ON SAID EAST LINE OF THE NE1/4, N1/2; THENCE 500°35'19"W, ALONG SAID EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 149.56 FEET; THENCE N89°52'29"W A DISTANCE OF 333.00 FEET; THENCE 500°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE N13°02'13"W A DISTANCE OF 453.27 FEET; THENCE N04°01'11"W A DISTANCE OF 160.00 FEET; THENCE S85°58'49"W A DISTANCE OF 160.04 FEET; THENCE N13°41'48"E A DISTANCE OF 276.75 FEET; THENCE N24°41'14"W A DISTANCE OF 152.60 FEET TO THE SOUTHEAST CORNER OF BLOCK 1, HOHLEN SUBDIVISION; THENCE N66°14'06"E A DISTANCE OF 101.64 FEET; THENCE S32°47'04"E A DISTANCE OF 330.13 FEET; THENCE N57°12'56"E A DISTANCE OF 160.15 FEET; THENCE S74°22'30"E A DISTANCE OF 151.95 FEET; THENCE N00°12'05"E A DISTANCE OF 77.64 FEET; THENCE S89°54'46"E A DISTANCE OF 396.38 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 604,884.12 SQUARE FEET OR 13.886 ACRES MORE OR LESS OF WHICH 1.763 ACRES ARE NEW DEDICATED ROAD RIGHT OF WAY.

SURVEYOR'S CERTIFICATE

HEREBY CERTIFY THAT ON _____, 2024, I, JESSE E. HURT, A NEBRASKA REGISTERED LAND SURVEYOR NO.674, DULY REGISTERED UNDER THE LAND SURVEYOR'S REGULATION ACT, DO HEREBY STATE THAT I HAVE PERFORMED A SURVEY OF THE LAND DEPICTED ON THE ACCOMPANYING PLAT; THAT SAID PLAT IS A TRUE DELINEATION OF SAID SURVEY PERFORMED PERSONALLY OR UNDER MY DIRECT SUPERVISION; THAT SAID SURVEY WAS MADE WITH REFERENCE TO KNOWN AND RECORDED MONUMENTS MARKED AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS TRUE, CORRECT AND IN ACCORDANCE WITH THE LAND SURVEYOR'S REGULATION ACT IN EFFECT AT THE TIME OF THIS SURVEY.

ESSE E. HURT, REGISTERED LAND SURVEYOR NUMBER, LS-674



OWNERS
LAGUNAS HOME CONSTRUCTION LLC
RIEF DEVELOPMENT, LLC
TYLER L & TARA A MAGGART
TIMOTHY D & PAMELA S SMITH

ENGINEER/LAND SURVEYOR
OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

FLOOD ZONE

THE PROPERTY SHOWN ON THE SURVEY LIES WITH FLOOD ZONE DESIGNATION ZONE X "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DESCRIBED ON THE FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 31001C157C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 AND COMMUNITY-PANEL NUMBER 31001C176C, BEARING AN EFFECTIVE DATE OF JULY 5, 2018 FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS LOCATED.

drawn by: _____ JMJ		2024	2024	HASTINGS, NEBRASKA	REV. NO.	DATE	REVISIONS DESCRIPTION				Engineering - Nebraska COA #CA-0638 207 East 2nd Street Grand Island, NE 68801 TEL 308.384.8750 www.olsson.com
checked by: _____ GJSVY											
approved by: _____ JEJ											
QA/QC by: _____ JJA											
project no.: _____ 2024-04830											
drawing no.: _____											
date: _____ 2024-08-15											
SHEET											
1 of 2											

DWG: F:\2024\04501-05000\024-04930\40-Design\Survey\SRV\Sheets\V_FPLAT ELM MEADOWS_02404930.dwg
DATE: Sep 10, 2024 4:53pm
XREFS: V_XALTA_LDP_02400635 C_PBASE_02400635 V_XRWAY_LDP_02400635
USER: jlmenez C_PBASE_02404930 V_XRWAY_LDP_02404930

OWNERS CERTIFICATION

KNOW ALL MEN BY THESE PRESENTS, THAT LAGUNAS HOME CONSTRUCTION LLC , A NEBRASKA LIMITED LIABILITY COMPANY; RIEF DEVELOPMENT, LLC, A NEBRASKA LIMITED LIABILITY COMPANY; TYLER L & TARA A MAGGART (HUSBAND & WIFE); AND TIMOTHY D & PAMELA S SMITH (HUSBAND & WIFE), BEING THE OWNERS OF THE LAND DESCRIBED HEREON, HAVE CAUSED SAME TO BE SURVEYED, SUBDIVIDED, PLATTED AND DESIGNATED AS "*ELM MEADOWS FIRST SUBDIVISION*" A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, AS SHOWN ON THE ACCOMPANYING PLAT THEREOF AND DO HEREBY DEDICATE THE ROAD RIGHT OF WAY, AS SHOWN THEREON TO THE PUBLIC FOR THEIR USE FOREVER: AND HEREBY DEDICATE THE EASEMENTS, AS SHOWN THEREON TO THE PUBLIC FOR THEIR USE FOREVER FOR THE LOCATION, CONSTRUCTION AND MAINTENANCE FOR PUBLIC SERVICE UTILITIES, TOGETHER WITH THE RIGHTS OF INGRESS AND EGRESS HERETO, AND HEREBY PROHIBITING THE PLANTING OF TREES, BUSHES AND SHRUBS, OR PLACING OTHER OBSTRUCTIONS UPON, OVER, ALONG OR UNDERNEATH THE SURFACE OF SUCH EASEMENTS;AND THAT THE FOREGOING SUBDIVISION AS MORE PARTICULARLY DESCRIBED IN THE DESCRIPTION HEREON AS APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS AND PROPRIETORS.

MARIA DE LOS ANGEL MONTANEZ ALDABA , MEMBER
LAGUNAS HOME CONSTRUCTION LLC

TYLER L MAGGART, HUSBAND

TIMOTHY D SMITH, HUSBAND

SCOTT P. RIEF, MEMBER
RIEF DEVELOPMENT, LLC

TARA A MAGGART, WIFE

PAMELA S SMITH, WIFE

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

BEFORE ME, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED MARIA DE LOS ANGEL MONTANEZ ALDABA , MEMBER, LAGUNAS HOME CONSTRUCTION LLC, A NEBRASKA LIMITED LIABILITY COMPANY, KNOWN BY ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED ON THE "OWNERS CERTIFICATE" ON THIS PLAT, AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE OF HIS OWN FREE WILL AND ACCORD AS SAID OWNERS.

WITNESS MY HAND AND NOTARIAL SEAL AT _____, NEBRASKA,

ON THIS _____ DAY OF _____, 2024.

NOTARY PUBLIC

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

BEFORE ME, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED TYLER L & TARA A MAGGART (HUSBAND & WIFE), KNOWN BY ME TO BE THE IDENTICAL PERSON(S) WHOSE NAMES ARE AFFIXED ON THE "OWNERS CERTIFICATE" ON THIS PLAT, AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE OF HIS OWN FREE WILL AND ACCORD AS SAID OWNERS.

WITNESS MY HAND AND NOTARIAL SEAL AT _____, NEBRASKA,

ON THIS _____ DAY OF _____, 2024.

NOTARY PUBLIC

CONSENT OF LIENHOLDER

I, _____ (PRINT NAME), _____ (TITLE)
OF _____ (LIENHOLDER NAME), BEING LIENHOLDER OF THE DESCRIBED TRACT OF LAND, HEREBY APPROVE AND AGREE TO THE PLATTING OF THE "ELM MEADOWS FIRST SUBDIVISION" IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, ON THIS ____ DAY OF _____, 2024 ON BEHALF OF

(LIENHOLDER NAME)

(SIGNATURE)

(PRINT NAME AND TITLE)

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS ____ DAY OF _____, 2024, BY _____ ON BEHALF OF _____ (LIENHOLDER NAME). MY COMMISSION EXPIRES THIS ____ DAY OF _____, 2024.

NOTARY PUBLIC

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

BEFORE ME, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED SCOTT P. RIEF, MEMBER, RIEF DEVELOPMENT, LLC, A NEBRASKA LIMITED LIABILITY COMPANY, KNOWN BY ME TO BE THE IDENTICAL PERSON WHOSE NAME IS AFFIXED ON THE "OWNERS CERTIFICATE" ON THIS PLAT, AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE OF HIS OWN FREE WILL AND ACCORD AS SAID OWNERS.

WITNESS MY HAND AND NOTARIAL SEAL AT _____, NEBRASKA,

ON THIS _____ DAY OF _____, 2024.

NOTARY PUBLIC

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

BEFORE ME, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED TIMOTHY D & PAMELA S SMITH (HUSBAND & WIFE), KNOWN BY ME TO BE THE IDENTICAL PERSONS WHOSE NAMES ARE AFFIXED ON THE "OWNERS CERTIFICATE" ON THIS PLAT, AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE OF HIS OWN FREE WILL AND ACCORD AS SAID OWNERS.

WITNESS MY HAND AND NOTARIAL SEAL AT _____, NEBRASKA,

ON THIS _____ DAY OF _____, 2024.

NOTARY PUBLIC

CONSENT OF LIENHOLDER

I, _____ (PRINT NAME), _____ (TITLE)
OF _____ (LIENHOLDER NAME), BEING LIENHOLDER OF THE DESCRIBED TRACT OF LAND, HEREBY APPROVE AND AGREE TO THE PLATTING OF THE "ELM MEADOWS FIRST SUBDIVISION" IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, ON THIS ____ DAY OF _____, 2024 ON BEHALF OF

(LIENHOLDER NAME)

(SIGNATURE)

(PRINT NAME AND TITLE)

ACKNOWLEDGMENT

STATE OF NEBRASKA SS
COUNTY OF ADAMS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS ____ DAY OF _____, 2024, BY _____ ON BEHALF OF _____ (LIENHOLDER NAME). MY COMMISSION EXPIRES THIS ____ DAY OF _____, 2024.

NOTARY PUBLIC

FINAL PLAT

ELM MEADOWS FIRST SUBDIVISION

A REPLAT OF WILLIAM E. BERCK SUBDIVISION EXCLUDING ROAD RIGHT OF WAY AND A PART OF THE NE1/4, N1/2 OF FRACTIONAL SECTION 6, T7N, R9W OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA

CITY TREASURER CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF THIS OFFICE SHOW NO TAXES OR SPECIAL ASSESSMENTS DELINQUENT ON THE PROPERTIES DESCRIBED IN THE LEGAL DESCRIPTION ON THE ACCOMPANYING PLAT AS OF THIS _____ DAY OF _____, 2024.

CITY OF HASTINGS TREASURER

COUNTY TREASURER CERTIFICATE

I HEREBY CERTIFY THAT THE RECORDS OF MY OFFICE SHOW NO TAXES ARE DUE OR DELINQUENT UPON THE PROPERTIES DESCRIBED IN THE LEGAL DESCRIPTION ON THE ACCOMPANYING PLAT AS OF THIS _____ DAY OF _____, 2024.

ADAMS COUNTY TREASURER

WAIVER FOR STREET GRADES

APPLICANT(S) HEREBY WAIVE(S) ANY AND ALL CLAIMS FOR DAMAGES OCCASIONED BY THE ESTABLISHMENT OF GRADES OR THE ALTERATION OF THE SURFACE OF ANY PORTION OF THE STREETS AND ALLEYS TO CONFORM TO SAID GRADES AS ESTABLISHED. SIGNED ON THIS _____ DAY OF _____, 2024.

MARIA DE LOS ANGEL MONTANEZ ALDABA , MEMBER
LAGUNAS HOME CONSTRUCTION LLC

TYLER L MAGGART, HUSBAND

TIMOTHY D SMITH, HUSBAND

SCOTT P. RIEF, MEMBER
RIEF DEVELOPMENT, LLC

TARA A MAGGART, WIFE

PAMELA S SMITH, WIFE

CITY ENGINEER'S APPROVAL

THIS PLAT OF "*ELM MEADOWS FIRST SUBDIVISION*", A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, HAS BEEN RECEIVED AND REVIEWED BY ME AND IS IN COMPLIANCE WITH THE PROVISIONS OF CHAPTER 38 OF THE CITY CODE FOR THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, PROVIDING FOR THE APPROVAL OF SUBDIVISIONS AND PLATS BY THE CITY ENGINEER UNDER CERTAIN CIRCUMSTANCES.

APPROVED THIS _____ DAY OF _____, 2024.

CITY ENGINEER

CITY PLANNING COMMISSION RECOMMENDATION

THIS PLAT OF "*ELM MEADOWS FIRST SUBDIVISION*", A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, HAS BEEN SUBMITTED TO AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL AND IS HEREBY TRANSMITTED TO THE GOVERNING BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, WITH THE RECOMMENDATION THAT SAID PLAT BE APPROVED.

SIGNED ON THIS _____ DAY OF _____, 2024.

CHAIRMAN DIRECTOR

MAYOR AND CITY COUNCIL ACTION

THIS PLAT OF "*ELM MEADOWS FIRST SUBDIVISION*", A SUBDIVISION IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, IS HEREBY APPROVED.

SIGNED ON THIS _____ DAY OF _____, 2024.

MAYOR CITY CLERK

REGISTER OF DEEDS CERTIFICATE

STATE OF NEBRASKA
COUNTY OF ADAMS SS

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE REGISTER OF DEEDS OFFICE IN THE ADAMS COUNTY COURTHOUSE IN HASTINGS, NEBRASKA.

DATE: _____ TIME: _____ .M

INSTRUMENT NO. _____

REGISTER OF DEEDS

olsson

Engineering - Nebraska COA #CA-0638
201 East 2nd Street
Grand Island, NE 68801 TEL 308.384.8750 www.olsson.com

REVISIONS DESCRIPTION

REV. NO.

DATE

REVISIONS

FINAL PLAT
ELM MEADOWS FIRST SUBDIVISION

LAGUNAS HOME

HASTINGS, NEBRASKA

2024

drawn by: JMJ
checked by: GJ SVY
approved by: JEH
QA/QC by: JJA
project no.: 2024-04930
drawing no.:
date: 2024-08-15

SHEET

2 of 2

ELM 26 APARTMENTS PRELIMINARY PLAT

DWELLING UNITS R-3 ZONE: 258
DWELLING UNITS PER ACRE: 14.4

DWELLING UNITS R1-A: 55
DWELLING UNITS PER ACRE: 2.1

ENTIRE DEVELOPMENT DWELLING UNITS: 313
ENTIRE DEVELOPMENT DWELLING UNITS PER ACRE: 7.2

OWNER
INNATE H1, LLC
PO BOX 2006
GRAND ISLAND, NE 68802

ENGINEER/LAND SURVEYOR
OLSSON
201 E. 2ND ST.
GRAND ISLAND, NE 68801

SUBDIVISION AREA
44.309± ACRES

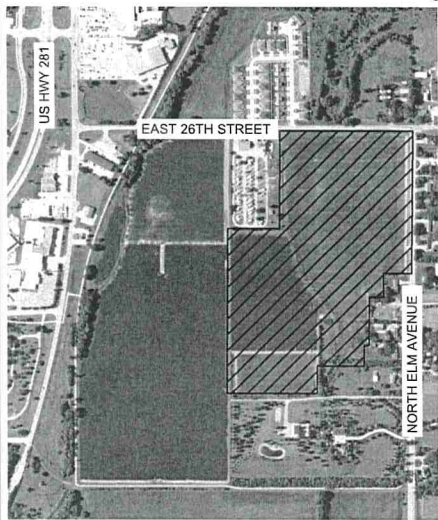
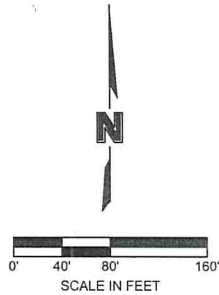
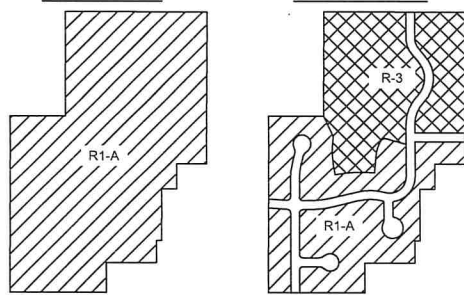
LOT USAGE
55 - RESIDENTIAL
19 - MULTI-FAMILY RESIDENTIAL
5 - OUTLOT

OWNER

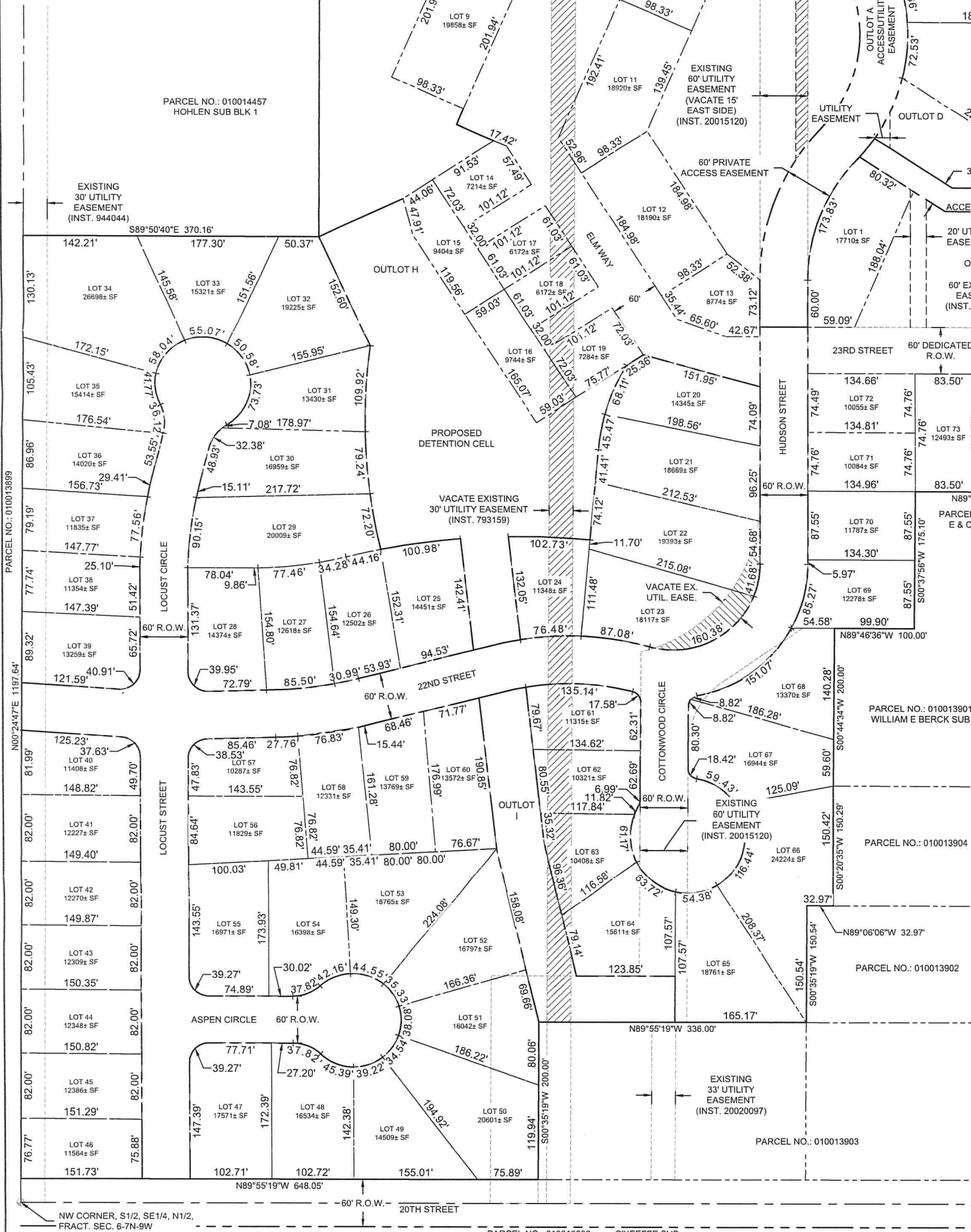
DATE

EXISTING ZONING

PROPOSED ZONING



VICINITY MAP
NOT TO SCALE



A TRACT OF LAND LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTH HALF (NE1/4 N1/2) OF FRACTIONAL SECTION SIX (6), TOWNSHIP SEVEN (7) NORTH, RANGE NINE (9) WEST OF THE 6TH P.M., IN THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING NORTHEAST CORNER, FRACTIONAL SECTION 6, T7N, R9W; THENCE ON AN ASSUMED BEARING OF S00°35'19"W, ALONG THE EAST LINE OF THE NE1/4, N1/2, A DISTANCE OF 41.25 FEET TO THE POINT OF BEGINNING; THENCE S00°35'19"W, ALONG SAID EAST LINE, A DISTANCE OF 1031.00 FEET TO THE NORTHEAST CORNER OF E & C HOHLEN ADDITION; THENCE N89°46'36"W, ALONG THE NORTH LINE OF E & C HOHLEN ADDITION, A DISTANCE OF 200.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, E & C HOHLEN ADDITION; THENCE S00°37'56"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 175.10 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND POINT ALSO BEING ON THE NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE N89°46'36"W, ALONG SAID NORTH LINE OF LOT 1, WILLIAM E. BERCK SUBDIVISION, A DISTANCE OF 100.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE S00°44'43"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 200.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, WILLIAM E. BERCK SUBDIVISION; THENCE S00°20'35"W A DISTANCE OF 150.29 FEET; THENCE N89°06'06"W A DISTANCE OF 32.97 FEET; THENCE S00°35'19"W A DISTANCE OF 150.54 FEET; THENCE N89°55'19"W A DISTANCE OF 336.00 FEET; THENCE S00°35'19"W A DISTANCE OF 200.00 FEET; THENCE N89°55'19"W A DISTANCE OF 648.05 FEET TO A POINT ON THE WEST LINE OF SAID NE1/4; THENCE N00°24'47"E, ALONG THE WEST LINE, A DISTANCE OF 1197.64 FEET TO THE SOUTHWEST CORNER OF BLOCK 1 HOHLEN SUBDIVISION; THENCE S89°50'40"E, ALONG THE SOUTH LINE OF SAID BLOCK 1, A DISTANCE OF 370.16 FEET TO THE SOUTHEAST CORNER OF SAID BLOCK 1; THENCE N00°24'02"E, ALONG THE EAST LINE OF SAID BLOCK 1, A DISTANCE OF 710.09 FEET TO THE NORTHEAST CORNER OF SAID BLOCK 1 AND ALSO BEING ON THE SOUTH RIGHT OF WAY LINE OF 26TH STREET; THENCE S89°49'38"E, ALONG SAID SOUTH RIGHT OF WAY LINE OF 26TH STREET, A DISTANCE OF 952.89 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 1930112 SQUARE FEET OR 44.309 ACRES MORE OR LESS OF WHICH 0.781 ACRES ARE COUNTY ROAD RIGHT OF WAY.

HASTINGS PLANNING COMMISSION RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA, HAS BEEN SUBMITTED TO AND REVIEWED BY THE CITY PLANNING COMMISSION FOR APPROVAL, AND IS HEREBY TRANSMITTED TO THE GOVERNING BODY OF THE CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA WITH THE RECOMMENDATION THAT SAID PRELIMINARY PLAT BE APPROVED THIS 18th DAY OF May, 2024.

CHAIRMAN
Chad Burger
DIRECTOR

MAYOR AND CITY COUNCIL RECOMMENDATION
THIS PRELIMINARY PLAT OF ELM 26 SUBDIVISION, CITY OF HASTINGS, ADAMS COUNTY, NEBRASKA IS HEREBY APPROVED THIS 18th DAY OF June, 2024.

MAYOR
Kathy Spafford
CLERK

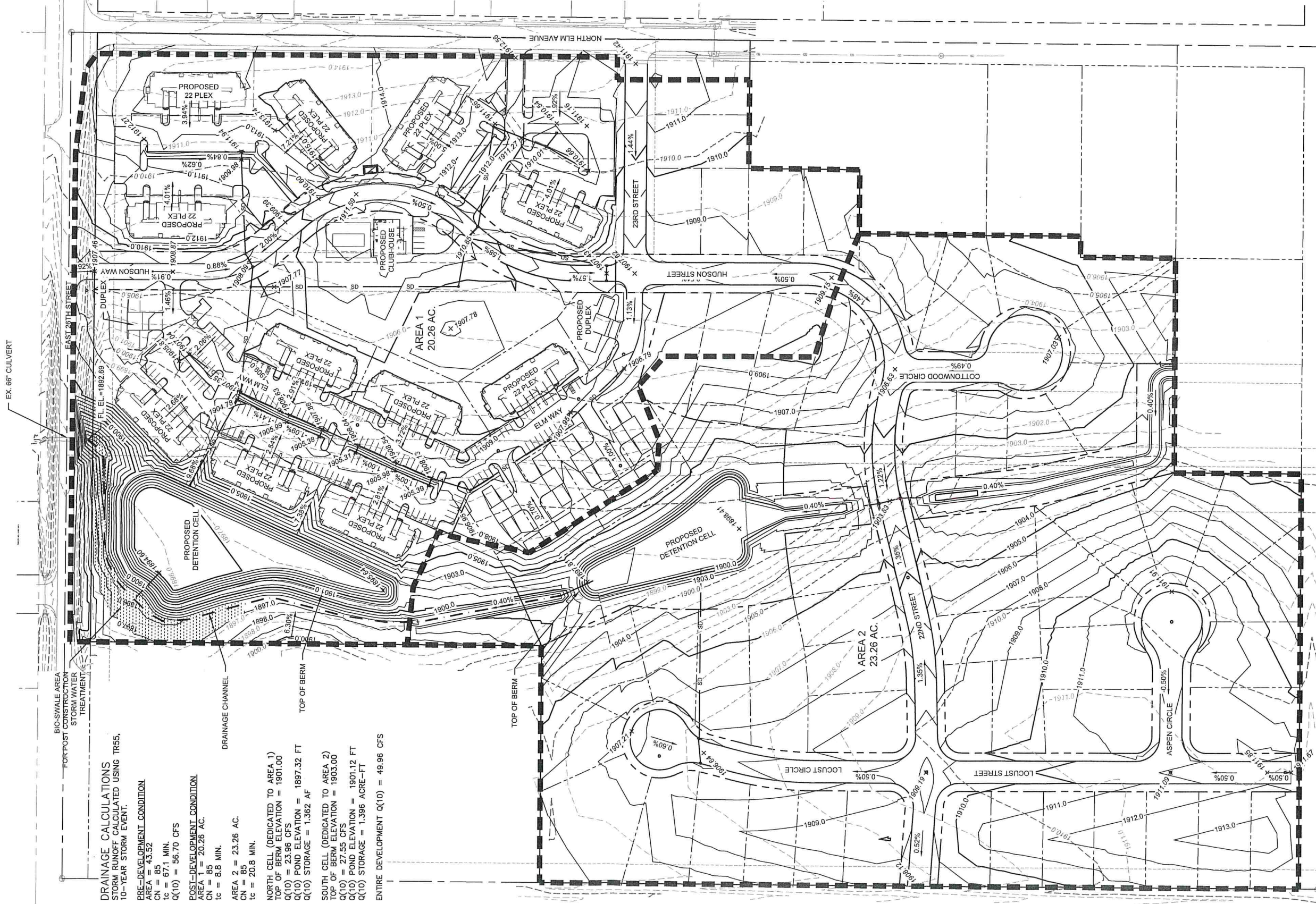


olsson

SHEET 1 of 4	LOT LAYOUT	REV. NO.	DATE	REVISIONS DESCRIPTION
1 of 4	ELM 26 PRELIMINARY PLAT			
	HASTINGS, NEBRASKA	2024		REVISIONS

ELM 26 APARTMENTS PRELIMINARY PLAT

LEGEND:
--- 1860.00 --- EXISTING MAJOR CONTOUR
--- 1860.50 --- EXISTING MINOR CONTOUR
--- 1860.00 --- PROPOSED MAJOR CONTOUR
--- 1860.50 --- PROPOSED MINOR CONTOUR
--- 1.0% --- SURFACE SLOPE



DRAINAGE CALCULATIONS
STORM RUNOFF CALCULATED USING TR55,
10-YEAR STORM EVENT.

PRE-DEVELOPMENT CONDITION

AREA = 43.52
CN = 85
tc = 67.1 MIN.
Q(10) = 56.70 CFS

POST-DEVELOPMENT CONDITION

AREA = 20.26 AC.
CN = 85
tc = 8.8 MIN.

AREA 2 = 23.26 AC.

CN = 85

tc = 20.8 MIN.

NORTH CELL (DEDICATED TO AREA 1)

TOP OF BERM ELEVATION = 1901.00

Q(10) = 23.96 CFS

Q(10) POND ELEVATION = 1897.32 FT

Q(10) STORAGE = 1,362 AF

SOUTH CELL (DEDICATED TO AREA 2)

TOP OF BERM ELEVATION = 1903.00

Q(10) = 27.55 CFS

Q(10) POND ELEVATION = 1901.12 FT

Q(10) STORAGE = 1,396 ACRE-FT

ENTIRE DEVELOPMENT Q(10) = 49.96 CFS

GRADING & DRAINAGE PLAN

ELM 26
PRELIMINARY PLAT

HASTINGS, NEBRASKA

2024

REVISIONS

REVISIONS DESCRIPTION

REV. NO.

DATE

201 East 2nd Street
Grand Island, NE 68801

olsson.com
TEL 308.384.8750
FAX 308.384.8752
Olsson - Engineering
Nebraska COA #CA-0638

olsson®

drawn by: KDG
checked by: MMR
designed by: AST
QA/QC by: MMR
project no.: 024-00835
date: 04.28.2024

SHEET
4 of 4



City of Hastings, Nebraska
Comprehensive Plan 2024



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Chapter 1 Introduction

Location

Hastings is located in south central Nebraska, 10 minutes south of Interstate 80. Highways 6, 281, and 34 transverse the city. The latter two connect Hastings to Interstate 80. Hastings is part of the "Tri-Cities" area (Hastings, Kearney, and Grand Island) of Nebraska.

History

With the promise of the Nebraska prairie in front of them, English settlers from Lincoln first settled in the area in 1871. The first house, a sod dugout, was built at the corner of what is now Third St and Lincoln Ave. More houses and a general store soon followed, with the city being founded soon after in 1872. The same year, the St. Joseph and Denver City Railroad agreed to build a line south of the fledgling town, crossing the Burlington line. Hastings was named in honor of Thomas D. Hastings, construction engineer of the St. Joseph and Denver City Railroad.

The City was incorporated in 1874. Juniata, west of Hastings, was the county seat of Adams County until 1878. For five years, the two towns fought for the county seat, with Hastings winning out because of its location on the railroads.

The location on the two railroad lines made Hastings grow exponentially, especially after becoming the county seat. Within 10 years of its founding in 1872, Hastings had grown to 3,000 people, with a fledgling Hastings College beginning its first classes. Hastings had become the most important commercial point between Lincoln and Kearney.

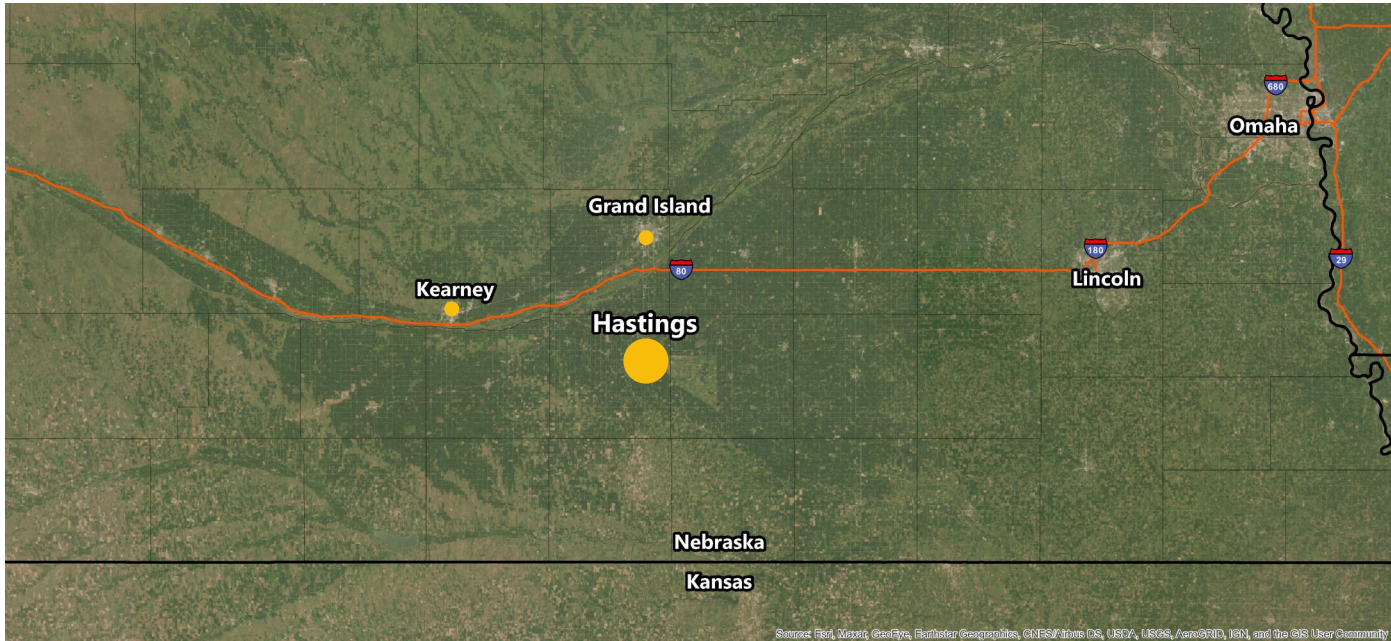
The early 20th century saw Hastings become not only the largest brick producer in the state but also the "cigar-making capital" of Nebraska. Edwin Perkins invented Kool-Aid, the famous colorful soft drink, in downtown Hastings in 1927. The drink is still celebrated annually

by the city during Kool-Aid Days. By World War II, the two industries of brick and cigar making were replaced by the Naval Ammunition Depot, which brought in nearly 8,000 people. Built in 1942, the Depot was one of four major depots in the United States. The Depot was decommissioned in 1958. Many buildings left behind by the military are now part of Central Community College's campus and surrounding industrial areas.

Hastings' roots are still seen today due to historic preservation of its first neighborhoods and the downtown. Visitors to Hastings can enjoy the booming downtown, beautiful parks, and unique events such as Kool-Aid Days. No longer a brick or cigar hub, the city is now driven by its downtown, the local colleges, hospital, and agriculture.

Sources: adamshistory.org; hastingsmuseum.org/exhibit/hastings-naval-ammunition-depot/; townsquarepublications.com/history-of-hastings-ne/

Figure 1.1: Regional Location of Hastings



Source: Marvin Planning Consultants

Comprehensive Plan

This plan will accomplish the following for the city of Hastings:

1. Promote orderly growth and development for the community;
2. Provide policy guidelines to enable citizens and elected officials to make better informed decisions about the future of the community;
3. Provide a guideline for the location of future developments and uses within the planning jurisdiction of Hastings;
4. Provide a vision and direction for the future planning period of the city, and;
5. Act as an information and management tool for community leaders to use in their decision-making process when considering future developments

This plan **is not a static document**; it should evolve as changes in the land use, population, or local economy occur during the

planning period (2024 to 2044).

The Planning Process

The Comprehensive Plan begins with the development of general goals and actions, based upon current and future issues faced by the community and its residents. These are intended to be practical guidelines for addressing existing conditions and guiding future growth.

In conjunction with the development of general goals and actions, a data collection phase occurs. Data is collected to provide a snapshot of the past and present conditions within the community. Analysis of data provides the basis for developing forecasts for future land use demands, as well as future needs regarding housing and facilities.

The Comprehensive Plan is a **blueprint** designed to identify, assess, and develop actions and policies in the following areas:

- Housing;
- Economic Development;
- Community Facilities;
- Parks, Recreation, and Attractions;
- Public Safety;
- Utilities and Energy;
- Hazards;
- Land Use;
- Annexation, and;
- Transportation

The Comprehensive Plan contains recommendations which when implemented will be of value to the community and its residents. Tools, programs, and methods necessary to carry out the recommendations will be identified through the process. Nevertheless, the implementation of the development policies contained within the plan is dependent upon the adoption of the plan by the governing body and the leadership exercised by the present and future elected and appointed officials of the city.

Plan Preparation

The Plan was prepared under the direction of the Hastings Planning Commission, with the assistance and participation of the Hastings City Council, City staff, the Plan Review Committee, citizens of Hastings, and those who live elsewhere but work in or regularly visit the city.

The time period for achieving the goals, programs, and future developments identified in the Hastings Comprehensive Plan is 20 years. However, the community should review the plan annually and update the document every five years (2029), or when major, unanticipated opportunity arises. Completing updates every five years or so will allow the community to incorporate ideas and developments not known at the time of the present planning process.

Plan Components

Nebraska State Statutes require the inclusion of certain elements in a Comprehensive Plan. A "Comprehensive Development Plan," as defined in Neb. Rev. Stat. § 19-903 (Reissued 1997), shall include the following elements:

- Land-use;
- Existing and proposed transportation routes;
- Existing and projected community facilities, and;
- Identification of sanitary improvement districts and standards for their annexation

The Comprehensive Plan is written so as to promote the general health, welfare, and safety of the city. Policies in the plan help to accomplish this by

considering appropriate land use decisions, providing adequate services to all citizens, and promote safety from human made and natural disasters.

Data Analysis

Analyzing past and existing demographic, housing, economic, and social trends allows for the projection of potential conditions in the future. Projections and forecasts are useful tools in planning for the future; however, these tools are not always accurate and may change due to unforeseen factors. In addition, past trends may be skewed or the data may be inaccurate, creating a distorted picture of past conditions.

Therefore, it is important for Hastings to closely monitor population, housing, and economic conditions impacting the city. Through periodic monitoring, the city can adapt and adjust to changes at the local level. Having the ability to adapt to socio-economic change allows the city to maintain an effective Comprehensive Plan for the future, to enhance the quality of life for its residents, and raise the standard of living for all residents.

Data Variations

In some chapters, American Community Survey ("ACS") data was used alongside U.S. Census Bureau decennial data during this planning project. ACS data is based upon statistical sampling from the U.S. Census Bureau's data; therefore, there may be variations in the numbers presented based on the source.

The COVID-19 pandemic greatly

impacted data collection during the 2020 U.S. Census. As the ACS is based on the U.S. Census, not all data is completely representative of the city.

Governmental Organization

The Hastings City Council performs the governmental functions for the city. Pursuant to Neb. Rev. Stat., §16-901, the planning and zoning jurisdiction for the city includes the corporate area as well as the area generally within two miles of their corporate limits.

Process for Adoption

When it is time to adopt this Comprehensive Development Plan, the City Council has the opportunity to choose the means of adoption. State Statutes allow for the plan to be adopted as either a Resolution or an Ordinance. However, the means used to adopt the plan is the process to be used in the future to amend it.

Adoption of the Comprehensive Development Plan requires both the Planning Commission and City Council hold separate Public Hearings. After the Planning Commission Public Hearing, the Planning Commission makes a recommendation to the City Council, who then holds their Public Hearing. Notice of both public hearings is required to be published in the newspaper of general circulation a minimum of 10 days prior to each hearing.

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Chapter 2 Community Engagement

Your Hastings

Community engagement is vital to a successful planning effort. Public participation makes it possible to have a clearer understanding of how the residents feel regarding their communities. During every planning process, there are limited numbers of individuals concerned about the effort, either because things are going in a good direction or specific issues do not impact them. Regardless, this does not minimize the importance of community engagement. Knowing, recording, and then acknowledging what residents think of their communities makes the comprehensive plan truly a community's.

Participation Methods

Transparent and frequent public participation was designed as a major component of this plan. The process included multiple approaches. It was structured

in a manner allowing for stakeholders to be involved in numerous ways throughout the process - if stakeholders missed a meeting, they were still able to provide their thoughts and input through other means. The key elements of participation included:

- A project website;
- Postcards;
- Planning team attendance at community events;
- Interviews with leaders in City government;
- Focus groups;
- Town hall meetings;
- Crowdsourcing photography and mapping;
- MindMixer, and;
- a Citywide survey

Project Website

A special project website, "onthehorizonhastings.com", was established at the onset of the planning process. The project website served as a means to notify residents about upcoming

meetings, inform them on the importance and purpose of comprehensive planning, provide links to input methods, and provide updates on the status of the project. In addition, the Transportation and Parking Master Plan, completed in 2022 by Kimley-Horn, was linked to the website.

Postcards

In order to get the most public participation possible, the planning team developed informational postcards. The postcards led readers to the project website and to the project survey. The postcards were delivered to businesses downtown, convenience stores, senior housing, City Hall, Garage Sale City Wide, and the Public Library. Postcards were also left at every town hall meeting. Hastings Young Professionals, an active youth organization in Hastings, helped distribute cards as well.

Event Attendance

Both Kool-Aid Days and the Hastings 150th anniversary celebration bring the entire region together - Kool Aid Days and the Holiday Lights Festival do so annually, while the 150th celebration was for one day only. For this reason, the planning team was in attendance at all events. At these events, the planning team had three goals: educate residents on the process, how they can get involved, and gather their input on what they think of Hastings.

Kool-Aid Days

The planning team first attended the famous Hastings event in late August of 2022. Event goers were directed to the project website, educated on the planning process, and in some instances interviewed by the planning team. This event was an unofficial beginning to the public input process.

The planning team then attended Kool-Aid Days in August of 2023 to present the draft of the Future Land Use element of the plan. Feedback was welcomed; the reception was overwhelmingly positive.

Holiday Light Festival

At this downtown Hastings celebration, the planning team interviewed eventgoers on what they like and what they dislike about Hastings. Postcards were also passed out to eventgoers.

150th Anniversary Celebration

The planning team set up a booth, in conjunction with the City of Hastings, at this monumental celebration. The event took place on September 18, 2022. Handouts, including postcards and crowdsourcing

maps, were handed out to gather input. Event goers were also asked three simple questions: "What do you like in Hastings?", "What do you not like in Hastings", and "What are things you want to see?". The results of these questions were as follows:



I like:

- Downtown
- The Museum



I want to see:

- Outdoor event space
- More sit-down restaurants
- More healthy grocery options
- Safe, affordable housing
- More after school programs
- Indoor event space like the Big Apple in Kearney
- More high-density housing
- Pedestrian only streets downtown
- A local police academy
- More transportation options
- Museum expansion
- Traffic safety improvements



I don't like:

- There is no outdoor recreation in the winter
- There are not enough things for families to do
- How unsafe the railroad

crossings are

- When businesses close early downtown
- There is not enough to do for date night
- The lack of public transportation options
- The rental stock
- The pedestrian crossings in southwest Hastings

Interviews with City Leaders

City leadership was interviewed to share how important planning will be for Hastings' future. Those interviewed included members of the Development Services Department, City Council members, Planning Commission members, the Economic Development Corporation, and the Mayor. Each person was asked "Why Planning is important?" and "What would you like to see in the community?". These interviews were broadcasted to the public on the project website.

Focus Groups

The planning team interviewed key stakeholders in the community. These groups were chosen due to their involvement in the community now as well as the impact they will have on the future of Hastings. The following groups were interviewed:

- Hastings Community Foundation;
- Downtown businesses;
- Chamber of Commerce;
- Downtown Business Improvement District;
- Young Professionals;
- Hastings Fire & Rescue Department;
- Hastings Police Department;
- Community Redevelopment Authority;
- Central Community College;
- Hastings College, and;
- Mary Lanning's Facilities

Department

Each group gave the planning team their thoughts on the strengths, opportunities, and challenges of living, working, and playing in Hastings.



Strengths:

- Educational opportunities
- Local colleges
- Quality of life
- Friendly people
- Everyone knows everyone
- Downtown
- New mall development
- Employment opportunities
- Parks and recreation
- Small town feel while being close to the big city
- Local healthcare
- Industry, location on two railroads
- Events like Kool-Aid Days
- Small businesses
- Family friendly



Opportunities:

- Keeping pace with the other Tri-Cities
- Redevelopment of the mall
- Growth of downtown; housing, restaurants
- Young people
- Entrepreneur programs at colleges
- Housing, housing, housing
- Providing flexibility in regulations
- Protecting agriculture
- Capitalizing on softball

crowds

- Building trust between city and residents
- Setting common goals and priorities
- Forming a new identity
- Attracting a new age of workforce, those who work from home
- Marketing what Hastings has to offer
- Giving everyone a voice in the future of the city
- Embrace benefits of being a small city



Challenges:

- Mistrust between city and residents due to transparency
- Housing, housing, housing
- Poverty disparity in southern half of city
- Lack of activities; people travel to Kearney or Grand Island for entertainment
- Apathy
- Roadblocks for young people to get involved
- City being traditionally anti-growth
- Retaining students after graduating
- Easier to say "no" than "yes"
- Developers face roadblocks when approaching city
- Not enough high paying jobs
- Lack of childcare
- Public transportation
- Cost of starting a business
- Blighted properties

Town Hall Meetings

Town Hall meetings were an integral part of the planning process. These meetings were an open format, where attendees were free to come

and go between 6:00 - 8:00 PM.

At these meetings, attendees were asked to rate the strengths, weaknesses, opportunities, and threats of thirteen topics that relate to Hastings as a whole. These thirteen topics were Communications and Utilities, Community Facilities, Economic Development, Education, Energy, Hazards, Housing, Land Use, Natural Resources, Parks and Recreation, Public Health, Public Safety, and Transportation. Also at these meetings, crowdsource mapping was encouraged, with large maps left on tables and small one left for attendees to take home. Postcards were left at each meeting as well for participants to take home. The public meetings were held in each City Council Ward:

- Ward 3, Hastings High School, October 3;
- Ward 4, Alcott Elementary, October 4;
- Ward 1, Lincoln Elementary School, October 5, and;
- Ward 2, Hawthorne Elementary School, October 6

A summary of the responses received at these meetings can be found in Appendix B - Community Engagement.

Crowdsourcing

The residents of Hastings were able to contribute visually to the Comprehensive Plan through crowdsourced photography. Crowdsourcing through photography is like gathering a scrapbook of Hastings' best and worst. The project website had a survey where they could upload up to 10 photographs at a time of what they like and dislike about their communities. Photos

encouraged were anything people like or dislike about Hastings. For those without access to the website, residents could also drop off photographs at City Hall.

Crowdsourced mapping is a process where residents are able to add their thoughts to a map of the city. These thoughts are represented by an icon, representing different topics on how to improve, preserve, or better Hastings. The project website contained a link to the crowdsource map. For those without access to the website, maps were left at City Hall, the Public Library, at all town hall meetings, and the Hastings 150th Anniversary Celebration. Central Community College and Hastings College distributed crowdsourced maps to their students and faculty.

MindMixer

MindMixer is an online forum which encourages discussion, often on topics which are hard to be honest about at public meetings. Questions were posed by the planning team to participants, after which they were able to start an open dialogue on the questions posed.

Participants were encouraged to get involved through gift cards and Hastings Museum passes. The more someone was involved, the more points they gathered, earning them a gift card or pass. The project website provided a link to the MindMixer forum.

Surveys

SurveyMonkey, a web based survey tool, was utilized for gathering at-large input on Hastings. The survey process allows individuals to provide input

while remaining totally anonymous.

The survey was advertised using the project postcards, as well as announcements on the city website and through the Hastings Tribune. The survey was also made available on the project website. For those who preferred to take the survey on paper, the survey was left at the Public Library, City Hall, and at all town hall meetings. Reaching all populations was important with this survey. The senior population of Hastings was reached by delivering surveys to the Good Samaritan Village. The younger student population was reached with surveys being delivered to Central Community College and Hastings College. The survey contained a total of 18 questions relating to the city.

The survey data helped to identify what people want protected, what needs to be changed, and what makes Hastings a special place to live. The results are listed in order of importance. Complete results of the survey can be found in the Appendix A - Survey Results. Answers that were inappropriate were not included in the results. Records of such answers can be requested by the city.

Goals and Actions

Planning for the future land uses of the city is an ongoing process of goal setting and problem solving, aimed at encouraging and creating a city with a better quality of life. Goal setting and problem solving began with the community engagement process, creating a base of priorities for the city's future. Community engagement focuses upon ways of solving

existing problems within the city, and providing a management tool enabling Hastings' citizens to achieve their vision for the future.

Visioning

Visioning is a process of evaluating present conditions, identifying problem areas, and bringing about consensus on how to overcome existing problems and manage change. By determining Hastings' vision, the city can decide where it wants to be in the future and then develop a vision plan guiding decisions of the city. The residents of Hastings must also act or implement the necessary steps involved in achieving this "vision".

Change is continuous, therefore Hastings must decide specific criteria that will be used to judge and manage change. Instead of reacting to development pressures after the fact, the city along with their strategic vision, can better reinforce the desired changes, and discourage negative impacts which may undermine the vision. A shared vision allows Hastings to focus its diverse energies and minimize conflicts in the present, and in the future.

A key component of a Comprehensive Plan is the goals and actions. The issues and concerns of the citizens, gathered during the community engagement process, are developed into a vision. The vision statement can then be further delineated and translated into action statements and/or policies, used to guide, direct, and base decisions for future growth, development, and change within Hastings. Hastings' goals and actions attempt to

address various issues regarding the questions of “how” to plan for the future.



Photo 2.1: Open house meeting
Source: Marvin Planning Consultants

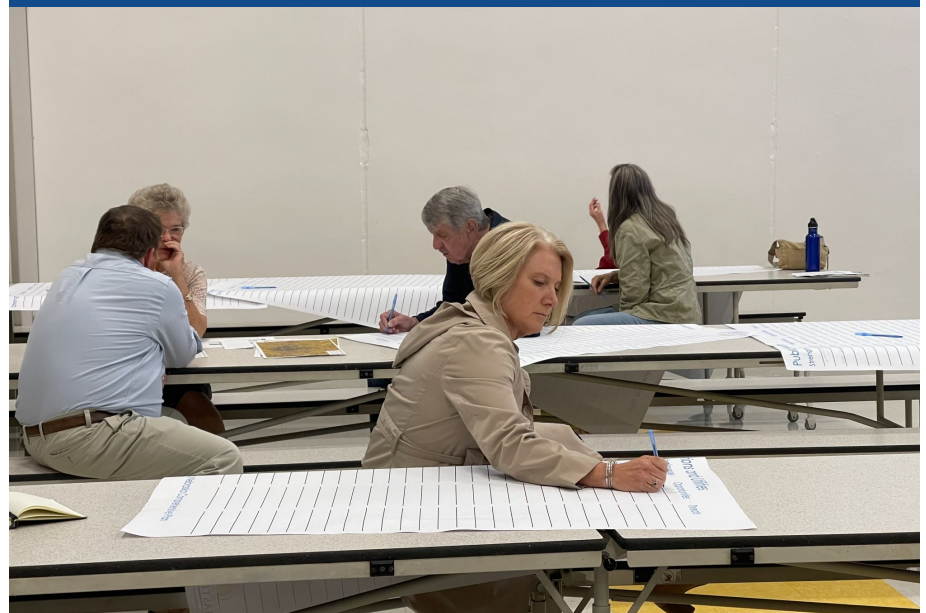


Photo 2.2: Open house meeting
Source: Marvin Planning Consultants

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Chapter 3 Population

Population Trends

Understanding past and existing population trends and applying them to the future is a critical action Hastings should undertake. Hastings' decision-makers should understand where the city has been, where it is currently, and where it appears to be going. Population trends impact all major components comprising the city including housing, economics, medical services, local employment, education, and fiscal stability. Population projections also provide an estimate for the city to base development decisions and future land uses.

The trends examined in this chapter compare Hastings to the Tri-Cities region as well as peer cities. Comparisons to the Tri-Cities are important, as Hastings is not getting the same share of growth being seen in Kearney or Grand Island. It is important for Hastings to know why this is the case. The peer cities of

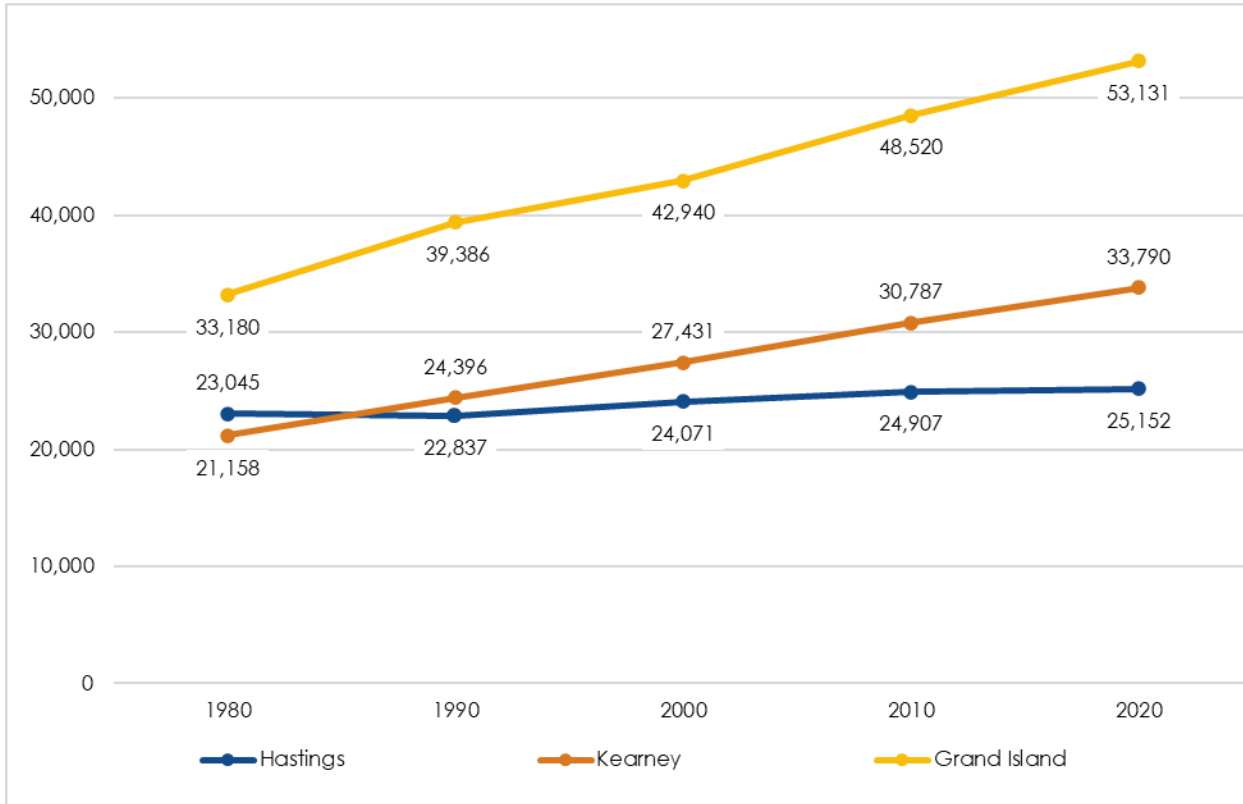
Columbus, Fremont, North Platte, Norfolk, and Scottsbluff, Nebraska, were all selected due to their population size and economic impact on the region. However, these are all isolated regional centers; Hastings is not. Nevertheless, it is important to make these comparisons outside of the Tri-Cities; Hastings should be competing with and

comparing themselves to these cities outside of the Tri-Cities. Ultimately, population projections are only estimates and unforeseen factors may affect projections significantly. The review of these projections should occur regularly, particularly as new data are released by the Census and the ACS.



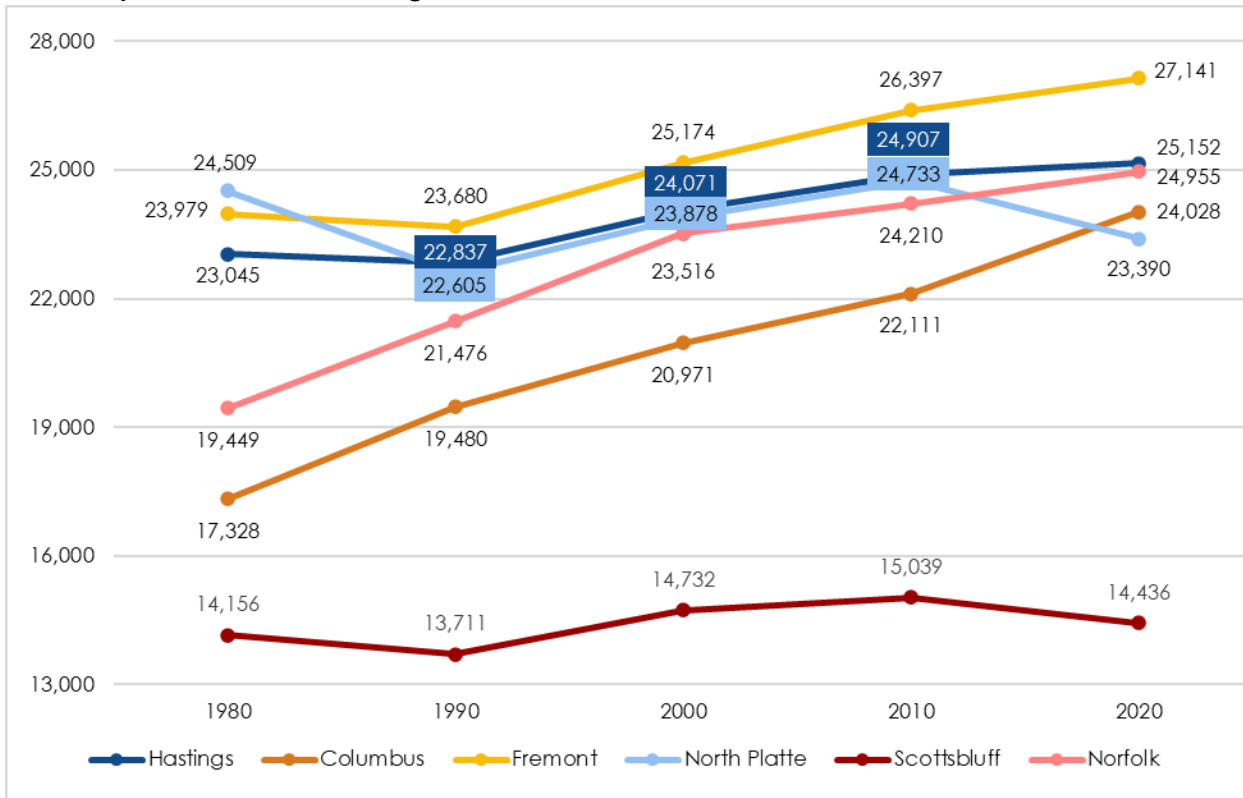
Photo 3.1: Downtown parade, 1920
Source: Hastings Museum

Figure 3.1: Population Trends, Hastings and the Tri-Cities, 1980-2020



Source: U.S. Census Bureau 1980 - 2020

Figure 3.2: Population Trends, Hastings and Peer Communities, 1980-2020



Source: U.S. Census Bureau 1980 - 2020

Trends Analysis

Figures 3.1 and 3.2 contain the population over the previous 40 years, comparing Hastings to the Tri-Cities region and its peer communities in Nebraska. These data are the basis for the eventual projection lines for population scenarios in the community.

In comparison to the Tri-Cities, Hastings has the smallest current population. However, this was not always the case; Hastings had a higher population than Kearney and was comparable in size to Grand Island until 1990. Many factors caused Kearney and Grand Island to begin to grow more than Hastings; location on I-80, in place industry, and Kearney State's College transition to the University of Nebraska system being amongst those reasons. Kearney now has over 8,000 more persons than Hastings, and Grand Island has now more than doubled Hastings in size.

In comparing itself to its peer communities, Hastings fares considerably better. Aside from the starting period of 1980, Hastings has had the second highest population of the six cities. Each community has seen consistent growth or a slight decrease in population; Hastings grew by 9.1% over the period, which was the fourth-highest growth rate. Columbus saw the greatest increase, growing by 38.7%.

Age Profile

Age Structure Analysis

Age structure is an important component of population analysis. By analyzing age structure, the city can determine

Table 3.1: Age Characteristics, 2012-2022

Male and Female Populations 2012-2022					
Age in 2012	2012 population	Age in 2022	2022 population	Cohort Change	% Change
		0-4	1,550	-	-
		5-9	1,624	-	-
0-4	1,781	10-14	1,853	72	4.0%
5-9	1,777	15-19	1,937	160	9.0%
10-14	1,523	20-24	1,944	421	27.6%
15-19	1,900	25-29	1,744	-156	-8.2%
20-24	2,027	30-34	1,544	-483	-23.8%
25-29	1,583	35-39	1,572	-11	-0.7%
30-34	1,403	40-44	1,219	-184	-13.1%
35-44	2,710	45-54	2,652	-58	-2.1%
45-54	3,408	55-64	2,999	-409	-12.0%
55-64	3,015	65-74	2,474	-541	-17.9%
65-74	1,683	75-84	1,321	-362	-21.5%
75 & older	2,150	85 & over	665	-1,485	-69.1%
Total	24,960		25,098	-3,734	

Sources: ACS 5-Year Estimates 2012 and 2022

the key dynamic affecting the population growth or decline, and sustainability of Hastings' population. Each age group affects the population in a number of different ways; the existence of large younger age groups means a greater ability to sustain future population growth compared to large older age groups.

Table 3.1 contains the age group structure for Hastings in 2012 and 2022. The examination of the city's age structures provides an understanding of where some of the population shifts are occurring. Reviewing population in this manner permits a detailed analysis of which specific groups are moving in and out of the city. Positive changes in a group indicate in-migration or births. Negative changes in a group indicate out-migration or a combination of out-migration and deaths.

Hastings saw growth in five age groups from 2012 to 2022. The 0-4 and 5-9 groups are always an increase as these individuals were not alive for the 2012 American Community Survey. Outside of these age groups, the other increases were in the 10-14, 15-19, and 20-24 age groups. When you eliminate the first two younger populations, 653 people moved into Hastings during this period. Adding the new births into the mix, the total population growth was 3,827 people.

There were eight age groups from 2012 having declined by 2022. The group with the greatest loss was the 85 and over age group, which lost 1,485 persons, or 69.1% over the time period. The 65-74 age group lost the second most persons, which is also an older age group. This age group lost 541 persons, or 17.9%. Younger age groups lost significant population as well. Likely college graduates, as well

as young families, (25-29 through 40-44) all lost population.

Median Age

Tables 3.3 and 3.4 compares the median ages of Hastings and the Tri-Cities and Hastings and its peer communities between 2012 and 2022. In comparison to the Tri-Cities, between 2012 and 2022, the median age for Hastings only decreased by 0.2 years (36.5 to 35.3). Hastings had the highest median age of the Tri-Cities. The presence of the University of Nebraska-Kearney in Kearney is likely a reason why the median age has consistently been lower than Hastings' median age. As shown in Table 3.1, college graduates and family bearing aged persons are leaving the city, leaving Hastings with an aging population and a consistently higher median age.

In comparison to the peer communities, Hastings is far more comparable. Each city had a median age in the mid to late 30's across the time period, excluding Norfolk, which reached 40.1 by 2022. As of 2022, Hastings' median age was 36.3, the third lowest of the communities. Scottsbluff had the lowest median age at 31.0 in 2012.

Age Cohorts

Figure 3.3 is a population pyramid of the current age structure of Hastings. The largest cohort of males (14.2%) were young men/children age 15-19. The largest cohort of women (13.6%) were young women/children age 15-19 and 20-24. There was a greater share of women than men over the age of 50. Service providers for senior citizens should take this gender discrepancy into account during

Table 3.2: Median Age, Hastings and the Tri-Cities, 2012-2022

Year	Hastings	Kearney	Grand Island
2012	36.5	29.2	34.6
2013	36.9	29.4	34.8
2014	36.5	29.6	35.0
2015	36.0	29.9	35.1
2016	35.9	30.6	34.8
2017	36.4	31.2	34.7
2018	36.0	31.5	35.0
2019	36.1	31.7	34.9
2020	36.0	32.1	35.0
2021	35.9	32.1	34.9
2022	36.3	31.9	35.0

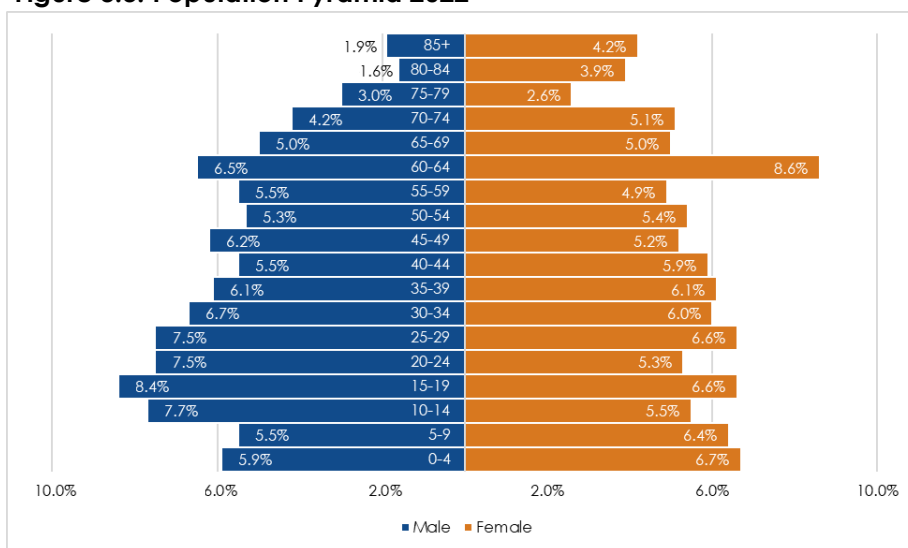
Source: ACS 5-Year Estimates 2012 - 2022

Table 3.3: Median Age, Hastings and Peer Communities, 2012-2022

Year	Hastings	Columbus	Fremont	Norfolk	North Platte	Scottsbluff
2012	36.5	39.1	34.3	35.9	36.9	30.3
2013	36.9	37.8	34.2	36.4	36.8	30.4
2014	36.5	36.7	34.8	36.6	35.7	28.9
2015	36.0	36.5	35.4	37.5	35.5	30.5
2016	35.9	36.5	35.3	37.1	36.0	32.1
2017	36.4	36.6	35.6	38.1	35.7	31.8
2018	36.0	36.8	35.6	38.1	35.7	32.3
2019	36.1	36.5	35.7	38.8	35.3	31.9
2020	36.0	37.5	35.6	38.9	35.2	32.7
2021	35.9	37.2	37.6	35.8	39.4	35.0
2022	36.3	37.5	36.8	40.1	35.6	31.0

Source: ACS 5-Year Estimates 2012 - 2022

Figure 3.3: Population Pyramid 2022



Source: ACS 5 Year Estimates 2022

program planning. Among working age population (20-64), the smallest cohort among men were age 50-54 (5.0%) and among women were ages 40-44, 45-49, and 55-59 (4.6%). The larger numbers of younger people in age cohorts 20-24 through 35-39 are prime candidates for workforce training.

Age Cohort Projections

Tables 3.4 through 3.6 to the right project the population of three critical age groups into the future; youth (0-19), college age/young professionals, and seniors (55-85+). Monitoring these population's projected growth is important, as all have their own unique needs. Youths need adequate school facilities and healthcare services, (their caretakers need sufficient daycare services). College aged persons and young professionals seek amenities and entertainment options, particularly if they are in college (attracting them to Hastings is important) or are a young professional looking to start a family. Seniors require certain healthcare services and also require sufficient housing to either age-in-place or transition into.

These data were calculated by taking the 2021 ACS 5-year estimate for each age cohort, and then applying the fertility rate of females and mortality rate to each age cohort. In each subsequent decade the two factors of mortality and fertility are reapplied, to eventually reach the 2051 number. These are merely projections; where Table 3.1 looks at raw data only, these tables model what the cohorts **may** look like in the next

Table 3.4: Youth Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
		Cohort	Projection			0-4	3,008
Cohort	Population	0-4	2,568	5-9	2,569	10-14	2,738
0-4	1,586	5-9	2,450	10-14	2,559	15-19	2,566
5-9	1,606	10-14	1,580	15-19	2,447		
10-14	1,754	15-19	1,604				
15-19	2,111						
Total	7,057	-	8,202	-	10,322	-	11,197

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

Table 3.5: College/Young Professional Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
		Cohort	Projection			20-24	2,537
Cohort	Population	20-24	1,740	25-29	1,593	30-34	1,556
20-24	1,798	25-29	2,097	30-34	1,728	35-39	1,582
25-29	1,719	30-34	1,785	35-39	2,081		
30-34	1,643	35-39	1,706				
35-39	1,422						
Total	6,582		7,328		6,970		6,705

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

Table 3.6: Senior Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
		Cohort	Projection			55-64	1,729
Cohort	Population	55-64	1,361	65-69	1,353	70-74	1,507
55-59	1,323	65-69	1,215	70-74	1,186	75+	2,294
60-64	1,763	70-74	1,560	75+	2,287		
65-69	1,216	75+	2,059				
70-74	1,172						
75+	2,008						
Total	7,482		6,195		6,415		7,152

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

30 years. Table 3.4 projects the youth population to grow from 7,057 to 11,197 (58.7%). The significant growth over the next 30 years will mean the city should focus on providing more adequate services and facilities for both the children and their caretakers. (Levels of service will be explored in Chapter 6.)

Table 3.5 projects a slight increase in college aged

persons/young professionals (1.9%). The number staying nearly the same means the city will need to continue to provide the amenities sought by college students or by those young professionals who want to set down roots and start families in the city.

Table 3.6 projects the senior population to fluctuate, with an overall decrease from 7,482 to

7,152 (-4.4%). Some of this decrease is due to the mortality rate in this age group as well as the likelihood of persons moving away. Although the population decreases slightly, the city must still ensure they are providing healthcare services and meeting housing needs for this population.

Dependency Ratio

This ratio examines the portion of Hastings' supporting age groups historically dependent upon others for survival (those under 18 years and those 65+ years). The ratio is important to examine as it focuses on the number of dependent persons and if there is enough employed persons in the community to support the dependent populations and the employed population.

Dependency Ratio

< 1: 1 Independent resident is able to support more than 1 Dependent resident

=1: 1 Independent resident able to support 1 Dependent resident

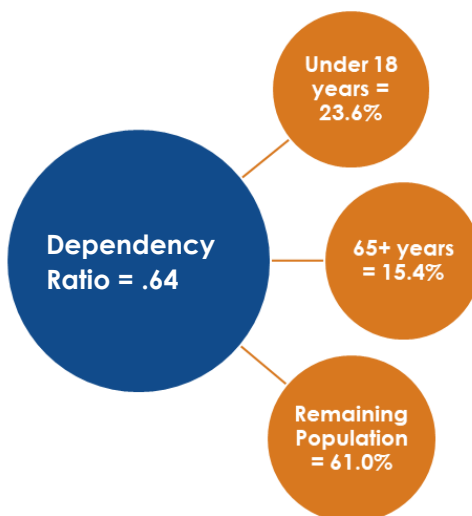
>1: 1 Independent resident able to support less than 1 Dependent resident

(%18 years and younger + % 65 years and older)

Divided by
% of remaining population

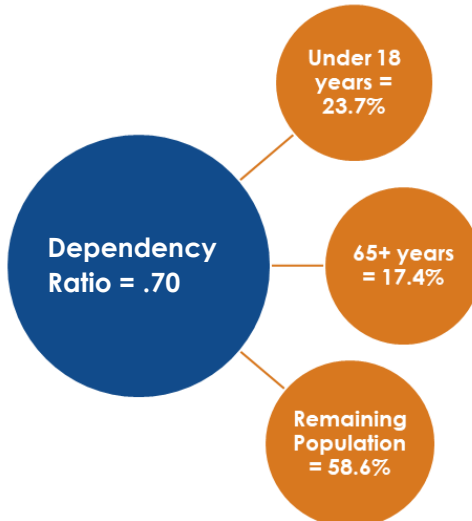
Figures 3.3 and 3.4 indicate the dependency ratios for 2012 and 2022 in Hastings. The portion of persons less than 18 years of age stayed the same between 2011 and 2021, however those aged 65 years and older increased by 2.0% over the time period. In 2012, Hastings had a dependency ratio of 0.64. By 2022 the dependency ratio had increased to 0.70.

Figure 3.4: Dependency Ratio, 2012



Source: ACS 5-Year Estimates 2012

Figure 3.5 Dependency Ratio, 2022



Source: ACS 5-Year Estimates 2022

Increases are not a positive sign for any community. It is important for the city to keep the working age population in the city. A high dependency ratio means the city's population is aging in conjunction with the working age population decreasing or not growing. This means the working age population is not being replaced by young persons; the age pyramid is heavier at the top and not at the base.

A focus on keeping and attracting working age persons will be important for the city. Secondly, a decrease in the non-working age population means the city must work to continue providing services for persons below 18 and for senior citizens.

Ethnicity

Analysis of ethnicity provides more detail as to the changes being seen in a community. Each resident bring their own cultures and beliefs to the area; supporting each culture and belief is paramount to the success of the city into the future. Both the city and school districts need to track these changes annually in order to support and help these groups thrive.

Hastings was predominantly White alone in 2010; this did not change by 2020. The White alone population did decrease by 1,408 persons (6.6%) between 2010 and 2020, though the total population was still 79.8% White. The Hispanic Origin (Any Race) population increased from 2,430 to 3,479 between 2010 to 2020. The Two or More Races population group also increased over the time period, growing from 255 persons to 791 persons. The other groups saw either a slight increase or decrease in persons over the time period. Despite the increases in these other groups, the population in Hastings' remained a majority White alone. This will likely continue into the future for the city based on these trends.

Educational Attainment

The greatest number of Hastings residents are high school graduates, or have attended some college with no degree. Among Hastings residents 25 years and over, 25.7% had a Bachelor's Degree or higher In 2022. This compares to 32.9% of all Nebraskans. There were 90.5% of Hastings residents the same age who were High school graduate or higher, compared to 91.7% statewide.

Table 3.7: Population by Ethnicity, 2010 and 2020

Ethnicity	2010		2020		2010 to 2020	
	Number	%	Number	%	Net Change	% change
White alone	21,485	86.3	20,077	79.8	-1,408	-6.6%
Black or African American alone	208	0.8	239	1.0	31	14.9%
American Indian and Alaska Native alone	89	0.4	104	0.4	15	16.9%
Asian alone	410	1.6	396	1.6	-14	-3.4%
Native Hawaiian and Other Pacific Islander alone	9	0.0	9	0.0	0	0.0%
Some Other Race alone	21	0.1	57	0.2	36	171.4%
Two or More Races	255	1.0	791	3.1	536	210.2%
Hispanic Origin (Any Race)	2,430	9.8	3,479	13.8	1,049	43.2%

Source: U.S. Census Bureau 2010 and 2020

Income and higher education attainment tend to be highly correlated. Over recent years, the share of Hastings residents holding a higher education degree has risen gradually, but steadily, from 2012 to 2022. The share of persons with a Bachelors degree increased by nearly 15.5% from 2012 to 2022. As of 2022, 35.6% of the total population in Hastings has at least a bachelors degree.

Not all higher paying jobs require college degrees, and quality vocational and on-the-job training in this job environment can translate well into steady living wages. Nevertheless, continuing the increase in educational attainment will be beneficial to the community and economy.

Population Projections

Population projections are estimates based upon past and present circumstances. The use

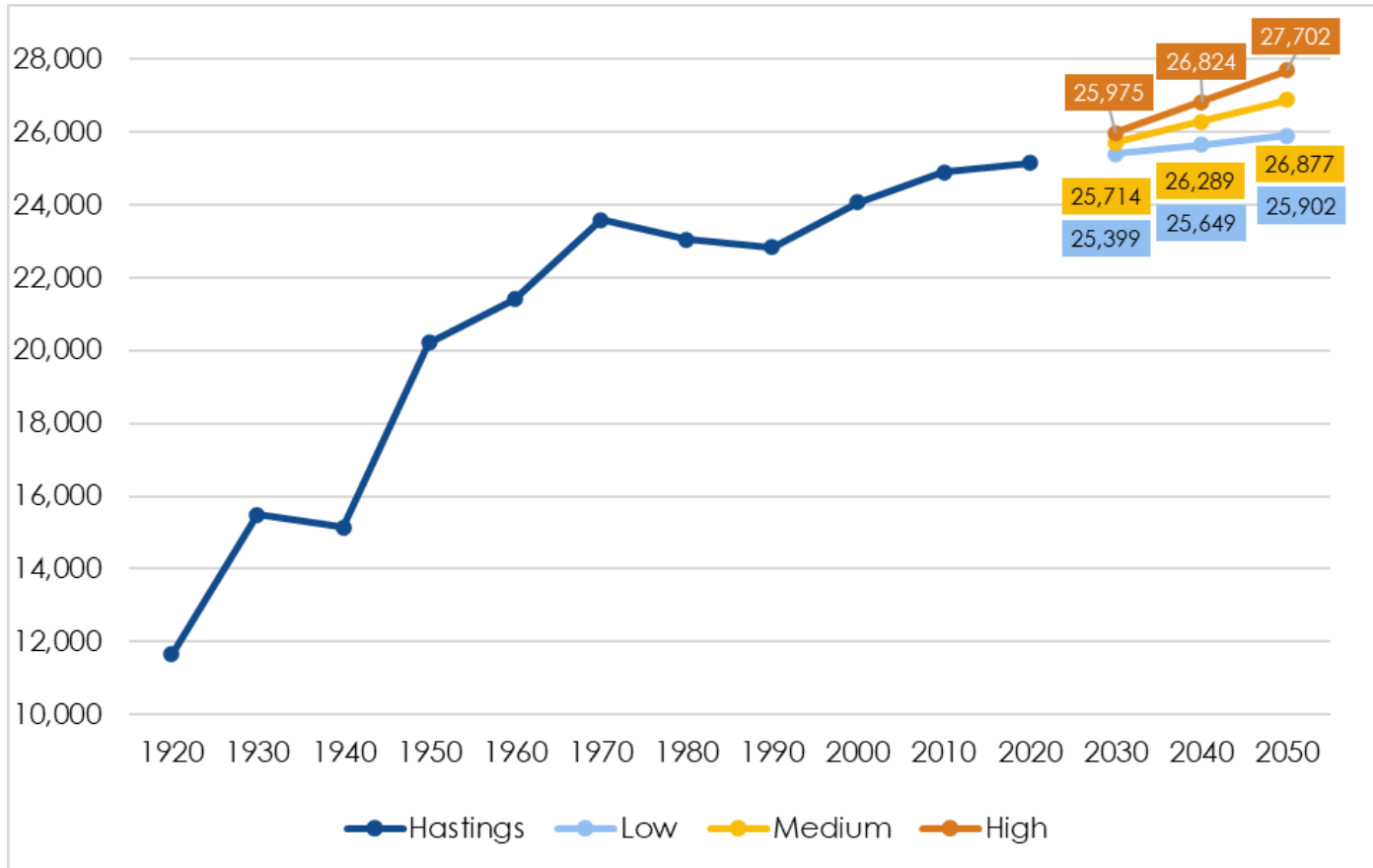
of population projections allows Hastings to estimate the potential population in future years by looking at past trends. By scrutinizing population changes in this manner, the city will be able to develop a baseline of change from which future scenarios can be generated. A number of factors such as demographics, economics, or social may affect projections positively or negatively.

At the present time, these projections are the best tool for predicting future population changes. There are many methods to project the future population trends; the one projection technique used is intended to provide Hastings a broad overview of possible population changes in the future.

Trend Line Analysis

Trend Line Analysis is a process of projecting future populations based upon changes during a

Figure 3.6: Population and Projections



Source: U.S. Census Bureau 1920 - 2020, Marvin Planning Consultants

specified period of time. In the analysis of Hastings, four different trend lines were reviewed: 2010 to 2020, 2000 to 2020, 1990 to 2020, and 1970 to 2020. A review of these trend lines indicates Hastings will see varied levels of population changes between now and 2050. The following projections summarize the decennial population for Hastings through 2050.

The trend lines examined were calculated by finding the rate of change over 10, 20, 30, and 50 years in Hastings. The rate of change per each period was then applied to the current population to project growth over the next 30 years. The table to the right (?) lists the four trends.

Summary of Population Projections

Three population projection scenarios were selected:

Low = 2010 to 2020

2030	25,399 persons
2040	25,649 persons
2050	25,902 persons

Medium = 2000 to 2020

2030	25,714 persons
2040	26,289 persons
2050	26,877 persons

High = 1990 to 2020

2030	25,975 persons
2040	26,824 persons
2050	27,702 persons

Each projection trend shows growth for the city. The range of growth between low and high is approximately 1,800 persons.

Year	1970 to 2020
2020	25,152 persons
2030	25,479 persons
2040	25,810 persons
2050	26,145 persons
Year	1990 to 2020
2020	25,152 persons
2030	25,975 persons
2040	26,824 persons
2050	27,702 persons
Year	2000 to 2020
2020	25,152 persons
2030	25,714 persons
2040	26,289 persons
2050	26,877 persons
Year	2010 to 2020
2020	25,152 persons
2030	25,399 persons
2040	25,649 persons
2050	25,902 persons



Chapter 4 Housing

Housing

Housing is an essential need for all residents of a community. Housing preferences also vary widely between people and those in different stages of their life. Young families have different needs and preferences than senior citizens. Those preferences change constantly over time.

This housing profile examines the existing and projected housing market conditions for Hastings, with a focus on affordable and “missing middle” housing and needs of at risk households. Data used in this element comes from a variety of sources including the U.S. Census Bureau, U.S. Department of Housing and Urban Development (HUD), Adams County Assessor, third-party vendors, and qualitative information from focus group participants.

Projecting future housing needs requires consideration of multiple factors including population

change, household income, housing vacancy rates, employment rates, land use patterns, and residents' preferences. This chapter incorporates findings of the Hastings Affordable Housing Plan, and presents information on the household character of Hastings' residents, describes the existing housing stock and housing conditions, and considers future needs for housing.

Household Character

Overall, Hastings has seen marginal growth over the past two decades, both in population and households. As Table 4.1 illustrates, the number of households in Hastings grew by only 1.2% from 2012 to 2022. The number of households with more than one or more persons 65 and older grew by 23.3%.

Table 4.1: Hastings Households, 2012-2022

	2012	2022	Change 2012-2022
Total Households	10,224	10,348	1.2%
Average Household Size	2.32	2.3	-0.9%
Married-couple household	5,027	4,453	-11.4%
Householder living alone	2,988	1,854	-38.0%
Households with one or more under 18 years	3,014	2,950	-2.1%
Households with one or more 65 years and over	2,696	3,323	23.3%
Householder living alone, 65 years and over	1,265	1,563	23.6%

Sources: ACS 5-Year Estimates 2012 and 2022

Households

In 2022, the number of persons in Hastings living in households numbered 23,840, a growth of 155 persons from 23,685 in 2012. According to the U.S. Census Bureau, 903 persons lived in group quarters as of 2020. 73 of those were institutionalized, which includes such places as correctional facilities for adults, juvenile facilities, and nursing/skilled-nursing facilities. 830 of those were noninstitutionalized, living primarily in College/University student housing.

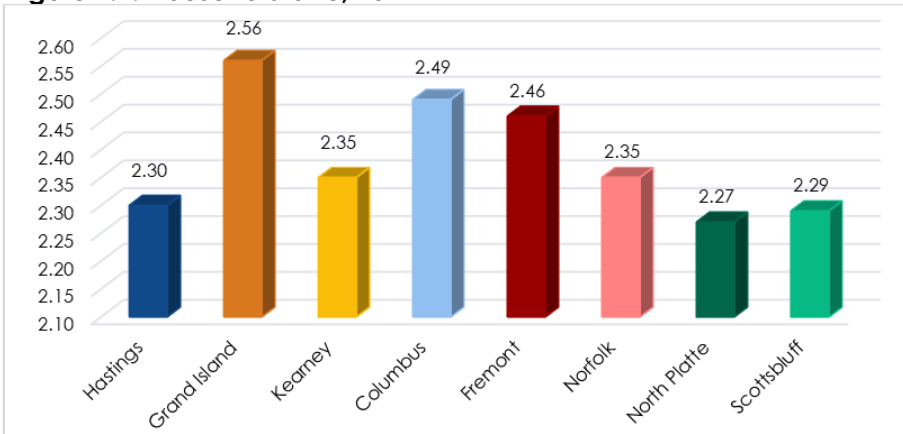
Household Size

As seen in Figure 4.1, the average household size in Hastings in 2022 was 2.30 persons per household. The trend nationally has been towards a declining household size. Hastings had a lower average household size than the other two Tri-Cities. Compared to its peer cities, Hastings also had a lower household size, aside from North Platte and Scottsbluff.

Two-person households were the largest group of owner-occupied housing in Hastings in 2021, with 2,658 housing units (Figure 4.2). By comparison, the largest household size for rentals was one-person households with 1,908 housing units.

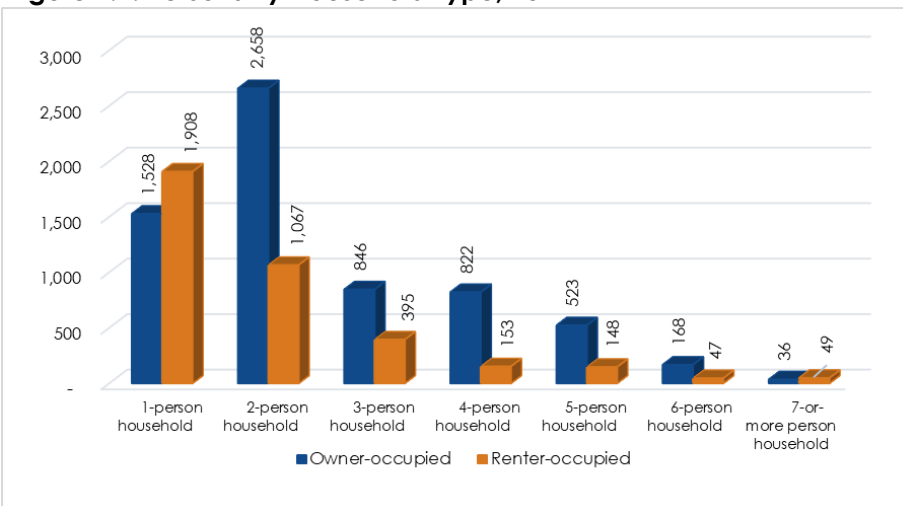
In 2022, the largest home ownership age cohort (Figure 4.3) were those 65 to 74 years old (1,268 or 19.3%). The largest renter-occupied age cohort were those 25 to 34 years (705 or 18.7%). While home-ownership does tend to skew towards older demographics, there is a demand for rental housing among residents of all ages.

Figure 4.1: Household Size, 2022



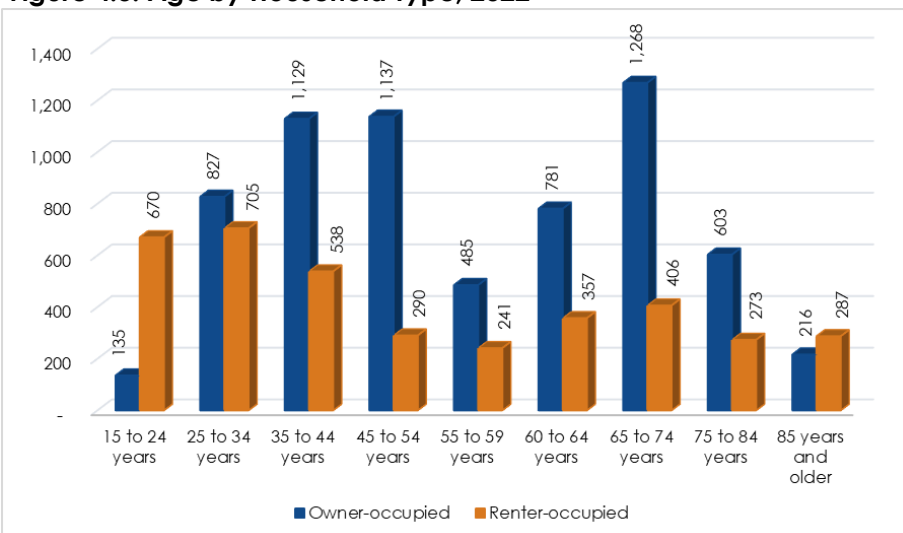
Source: ACS 5-Year Estimates 2022

Figure 4.2: Persons By Household Type, 2022



Source: ACS 5-Year Estimates 2022

Figure 4.3: Age by Household Type, 2022



Source: ACS 5-Year Estimates 2022

Housing Stock

While the housing stock in Hastings continues to age, the share of older units is less than the state overall. However, as each year passes the housing stock ages, and approximately 1% of existing housing units (on average) are removed from the housing stock, through fires, demolition, or other means. If new units are not placed in service or existing units are not maintained or renovated, neighborhoods can deteriorate, leading to disinvestment and dissatisfaction.

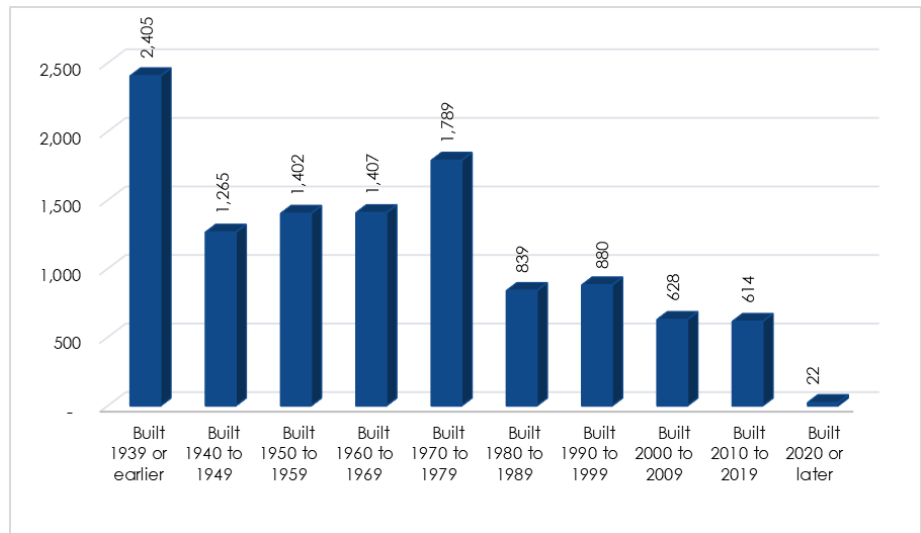
Age of Housing Units

Hastings' housing stock was primarily built 1939 or earlier. Figure 4.4 shows 2,405 housing units - over 24.1% of all housing units in the community - were constructed from at this time. These statistics represent older well-kept homes as well as homes likely in need of repair and possibly rehabilitation. Approximately 13.0% of all homes have been constructed since 2000.

Housing Types

A diverse variety of housing types within a community enables residents to more easily find housing which fits the current needs of their household. Hastings has a comparable housing stock compared to the overall State of Nebraska. As shown in Table 4.2, 70.4% of Hastings' housing is single-family detached units, compared to 72.0% in the overall state, a difference of 1.6%. Hastings does have significantly more Tri- or Quadplex (3 or 4 units) than the overall state as well.

Figure 4.4: Age of Existing Housing Stock, 2022



Source: ACS 5-Year Estimates 2022

Table 4.2: Existing Housing Types, 2022

	Hastings	Nebraska
Units in Structure	% of total	% of total
1, detached	70.4%	72.0%
1, attached	4.1%	4.3%
2 apartments	4.1%	1.7%
3 or 4 apartments	6.5%	2.4%
5 to 9 apartments	3%	4.4%
10 or more apartments	6.4%	13.1%
Mobile home or other type of housing	5.2%	2.1%
Total	11,210	840,802

Source: ACS 5-Year Estimates 2022

"Missing middle" units are also better represented in Hastings compared to the overall state. These house-scale buildings fit seamlessly into existing residential neighborhoods and support walkability, locally-serving retail, and public transportation options.

As Daniel Parolek notes in his book *Missing Middle Housing* (2020), "These [housing] types have historically delivered attainable housing choices to middle-income families without subsidies and continue to play a

role in providing homes to the 'middle income' market segment that typically straddles 60% to 110% average median household income, in new construction, for-sale housing."

Approximately 10.6% of Hastings' housing meets the definition of Missing Middle Housing (townhouse, duplex, triplex), compared to just over 4% within the entire state. Hastings is better represented compared to the State.

In addition to a variety of housing types, choices in number of bedrooms is important to ensure the housing stock is appropriate for the size of a community's families and households. The mix of bedroom diversity in Hastings is similar to the state overall as illustrated in Table 4.3.

Vacancy Rates

A housing market is considered healthy when the effective vacancy rates are between 5% to 7%. This ensures an adequate product for new housing moving into a community and for existing residents to move into housing which better supports their household needs. A constrained housing market leads to price escalation, potential difficulties in attracting workers to a region, exasperating a tight labor market and hampering economic growth. The lack of available housing may also cause frustration from existing residents who may not find the desired product for their current lifestyle and may choose to leave the community in search of housing fitting their needs.

Conversely, a housing market with high vacancy rates can be problematic for a community. High vacancy rates may place downward pressure on for-sale and rental housing. While lower-cost housing is advantageous for renters and home buyers; it can result in less operating income for rental housing and less ability to borrow against a home's equity, leading to deferred maintenance and or home improvements.

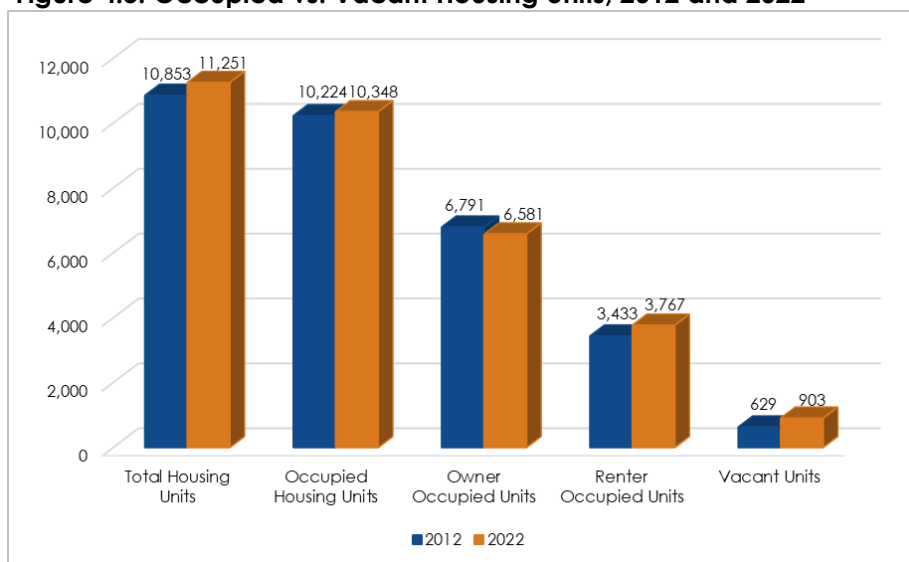
The ACS-estimated number of occupied housing units in Hastings grew from 2012 to 2022, while the number of vacant units

Table 4.3: Number of Bedrooms, 2022

Number of bedrooms	Hastings		Nebraska	
	Units	% of total	Units	% of total
0	297	2.9%	17,356	2.2%
1	1,082	10.5%	86,688	10.8%
2 or 3	6,914	66.8%	483,116	60.2%
4 or more	2,055	19.9%	215,997	26.9%
Total:	10,348		803,157	

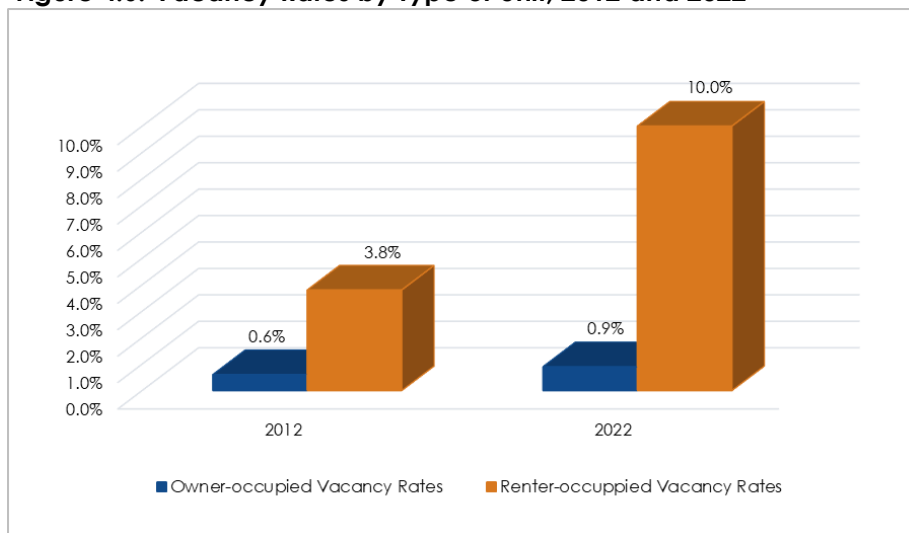
Source: ACS 5-Year Estimates 2022

Figure 4.5: Occupied vs. Vacant Housing Units, 2012 and 2022



Sources: ACS 5-Year Estimates 2012 and 2022

Figure 4.6: Vacancy Rates by Type of Unit, 2012 and 2022



Sources: ACS 5-Year Estimates 2012 and 2022

grew as well. The number of

owner-occupied units decreased slightly to 6,581 while the number of renter-occupied units increased more significantly to 3,767 (Figure 4.5). The vacancy rate for owner-occupied units grew from 0.6% to 0.9%, while the vacancy rate for renter-occupied units increased greatly from 3.8% to 10.0% (Figure 4.6). An increase in rental vacancies is likely attributed to less college students being enrolled during the COVID-19 pandemic.

Over the same time period, the State's median value had increased from \$126,700 to \$205,600. The median value in Hastings grew by 70.9% over the time period, which was a higher increase than the growth the state saw (nearly 63.0%).

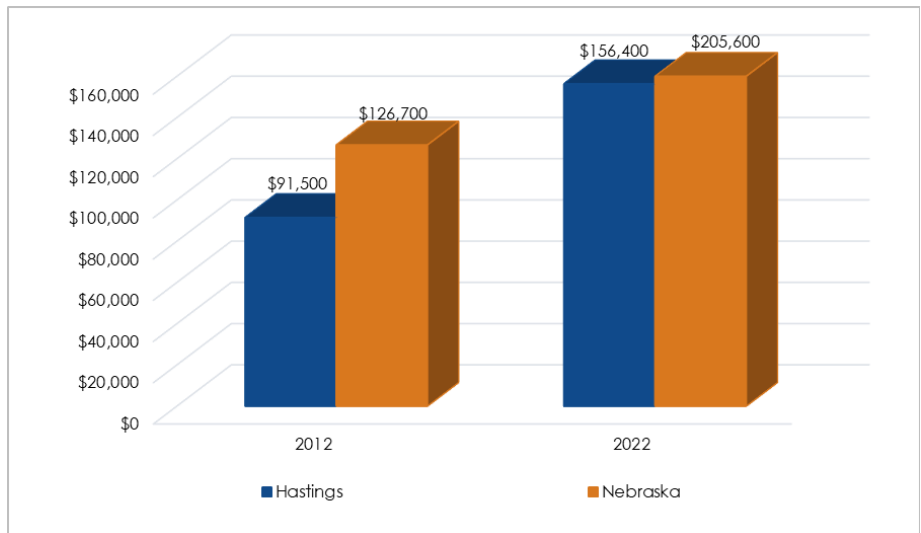
Median gross rent in Nebraska increased by 43.7% between 2012 and 2022. Median gross rent in Hastings grew, but at a considerably lesser rate (32.6%).

Housing Conditions

If properties are allowed to fall into disrepair either because the owner does not have the resources to maintain the structure or simply through neglect, properties can become highly dilapidated. At some point, if there is no intervention, it may cost more to rehabilitate the structure than is economically feasible and in many of those cases, these properties become abandoned.

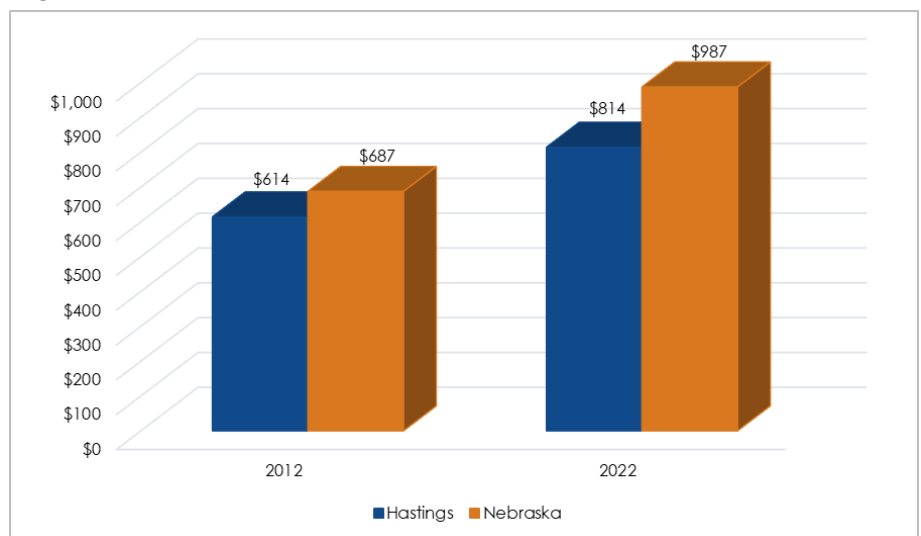
According to the U.S. Department of Housing and Urban Development ("HUD") guidelines, housing units lacking complete plumbing or are overcrowded are considered substandard housing units. HUD defines a complete plumbing

Figure 4.7: Median Value Owner-Occupied Units, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

Figure 4.8: Median Gross Rent, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

facility as hot and cold-piped water, a bathtub or shower, and a flush toilet; overcrowding is more than one person per room. In addition, anytime there is more than 1.0 persons per room, the housing unit is considered overcrowded, thus substandard.

When applied to Hastings, 123 units were considered substandard in 2012 and 232 units were substandard in 2022 (Figure 4.9 on the next page).

Some housing units may have met both criterion and were effectively counted twice. Even so, the City should not assume the number of substandard housing units are overestimated. Housing units containing major defects requiring rehabilitation or upgrades to meet building, electrical, or plumbing codes should also be included in an analysis of substandard housing.

At-Risk Households

A key factor to examine is households at risk of entering into a housing crisis, becoming homeless, or due to income constraints not able to maintain their housing.

Poverty

The poverty rate estimate by the ACS in 2022 is higher for Hastings (14.0%) than the overall poverty rate in Nebraska (10.4%). Those households tend to be the highest risk for homelessness because they are living on the financial edge and may have issues of income, food, and housing insecurity.

Cost-Burdened Households

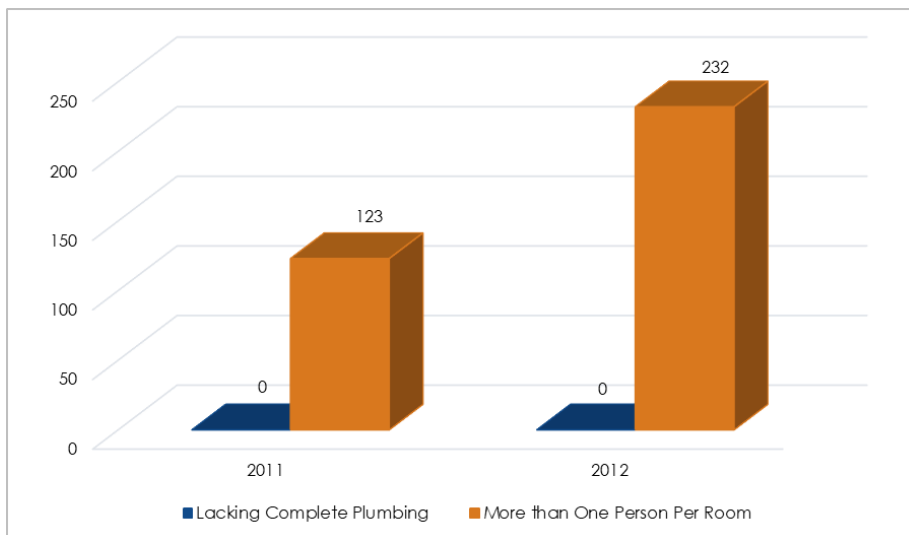
The U.S. Department of Housing and Urban Development defines cost burdened households as those spending more than 30% of their household income on housing costs. Severely cost burdened households are those spending 50% or more of their household income on housing costs. Housing costs include mortgage or rent, and utilities.

As Table 4.6 illustrates, over 13.2% of Hastings' households are considered cost-burdened and an estimated 10.9% are severely cost-burdened.

Affordable Housing Plan

The City of Hastings adopted an Affordable Housing Plan on December 12, 2023, as required by Nebraska State Statutes 19-5501 to 19-5506 (LB 866 - The Municipal Density and Missing Middle Housing Act). These statutes require cities to adopt plans addressing goals for construction of affordable and accessible housing, increasing missing middle and multi-family

Figure 4.9: Substandard Housing Conditions, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

Table 4.4: Cost Burdened Households, 2020

	Owner Occupied		Renter-Occupied		Total	
	Number	% of	Number	% of	Number	% of
Greater than 30% but less than or equal to 50%	665	10.4%	730	17.4%	1,395	13.2%
Greater than 50%	255	4.0%	895	21.3%	1,150	10.9%
Not Cost Burdened	5,460	85.4%	2,025	48.2%	7,485	70.7%
Total	6,390	100.00%	4,200	100.0%	10,590	100.0%

Source: 2016-2020 Comprehensive Housing Affordability Strategy (CHAS)

housing, plans for incentives for affordable housing, and an update to city zoning codes to ensure all of the above actions can occur.

Goals and Actions

Goal 4.1: There is an increase in the number and types of housing units to meet the needs of Hastings' current and future residents.

Actions

4.1.1: Prioritize public funding for projects incorporating affordable, missing middle and/or workforce housing.

4.1.2: Revise zoning code to accommodate mixed-use development.

4.1.3: Explore creating a Community Land Trust.

4.1.4: Explore shared risk loan pools for higher-risk workforce and affordable housing projects.

4.1.5: Support the goals and actions outlined in the Affordable Housing Plan adopted in 2023.

Goal 4.2: Existing housing is improved and preserved.

Actions

4.2.1: Target redevelopment strategies toward vacant and abandoned properties.

4.2.2: Target funds toward property improvement for low and moderate income residents.

4.2.3: Develop programs to promote the private renovation of vacant homes.

Goal 4.3: Development costs are reduced where possible.

Actions

4.3.1: Explore partnerships with the Nebraska Manufactured Housing Association to work with local housing manufacturers to develop a palette of neighborhood context sensitive home plans that can be constructed on infill lots.

4.3.2: Proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 4.4: Household stability is improved.

Actions

4.4.1: Work with existing subsidized housing owners to ensure their properties are well-maintained and the affordable units are preserved.

4.4.2: Work with affordable housing developers to create additional rental housing for very-low income families.

4.4.3: Explore establishing an LB424 Land Bank.

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Chapter 5 Economic Profile

Economic Profile

Economic development is a process of investment to increase the well-being of a community. The creation of new enterprises and the retention and expansion of existing businesses enables the creation of jobs for current and new residents, and provides new sources of income.

A diversified economic base enables a community to respond to changing economic conditions, increase local income, create job opportunities, and improve the quality of life of a community. As Edward Hill of The Ohio State University wrote in *Economic Development Quarterly* (2023): "Economic development introduces new goods and services into a region's portfolio of traded products or expands the productive capabilities of existing members of a region's economic base."

In this section, income and employment data and trends are presented and analyzed for Hastings, Adams County, and the state of Nebraska. This section also contains a more detailed analysis of commercial real

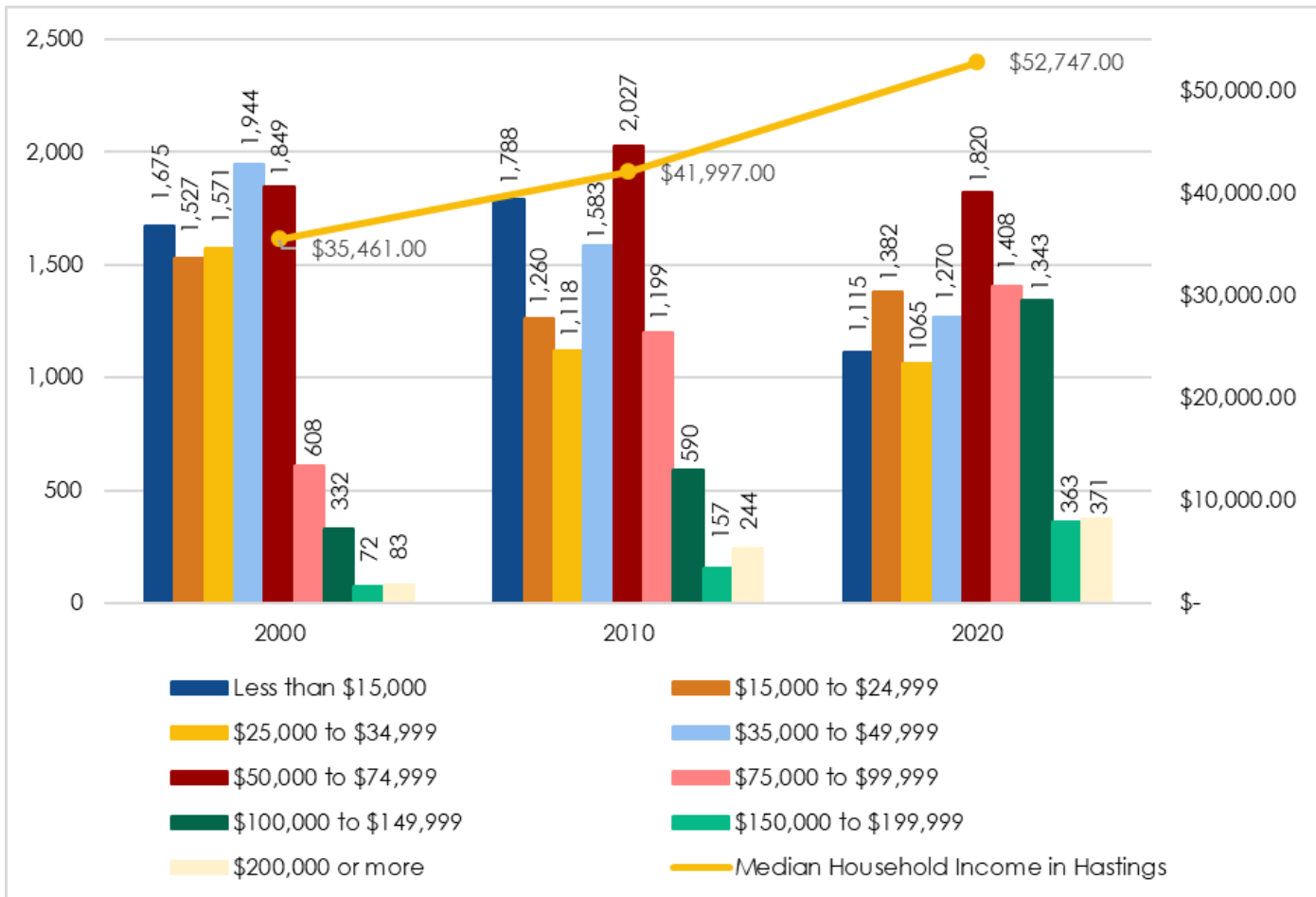
estate trends.

Many economic data sources only cover counties, metropolitan statistical areas (MSAs), and states. City-specific data is considered when available.



Photo 5.1: Downtown Hastings, an economic driver for the city
Source: Marvin Planning Consultants

Figure 5.1: Household Income, 2000-2020



Sources: US Census Bureau 2000, ACS 5-Year Estimates 2010 and 2020

Income Statistics

Income statistics for households are important in determining the earning power of households in a community. These data were reviewed to determine whether households experienced income increases at a rate comparable to the state of Nebraska and the Consumer Price Index (CPI).

Figure 5.1 indicates the number of households in each income range for Hastings from 2000 to 2020. The household income range most commonly reported for each time period was \$35,000 to \$49,999 (20.1% of all households), \$50,000 to \$74,999 (20.3% of all households), and

\$50,000 to \$74,999 (18.0% of all households), respectively.

Those households earning less than \$15,000 accounted for 17.3%, 17.9%, and 11.0% of all households for the three time periods, respectively. These households account for the poorest of the poor in the city. In addition, the households earning less than \$35,000 made up 49.4%, 41.8%, and 35.1% of all households for the time period in Hastings, respectively.

The median household income for Hastings was \$35,461 in 2000, which was \$3,789 less than the state's median income of \$39,250. By 2010, the median

household income increased to \$41,997 (an increase of 18.4%), which was nearly \$8,000 lower than the state's median household income of \$49,342. By 2020, the median household income had risen again to \$52,747, which was a rise of 25.6% from 2010. The city's median household income had still not surpassed the state's median household income of \$63,015 by 2020.

The CPI rose 50.5% over the time period, which indicates household incomes in Hastings did not exceed inflation. Over the time period, household incomes increased by 48.7% in the city. However, household

incomes in Nebraska rose by 60.5%, thus exceeding the rate of increase in CPI in the state.

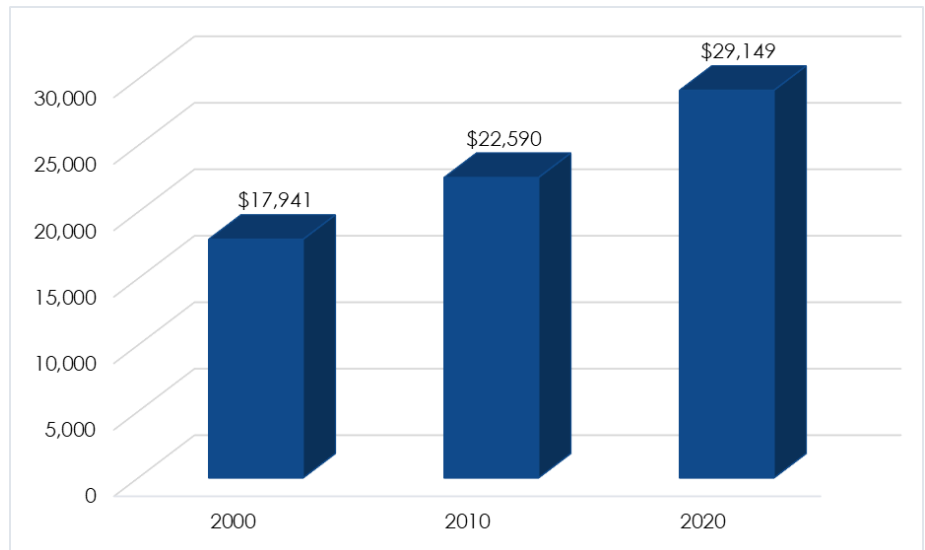
Per Capita Income

The per capita income in Hastings increased from \$17,941 in 2000 to \$29,149 in 2020, or an increase of 62.5%, which was greater than the CPI for the period. Hastings' per capita income in 2000 was 91.5% of the state per capita income of \$19,613 and by 2010 the city dropped to 91.3% of the state's per capita income level of \$24,744. Finally, in 2020, per capita income in Hastings was up to 87.8% of the state of Nebraska's per capita income (\$33,205).

Income and Education

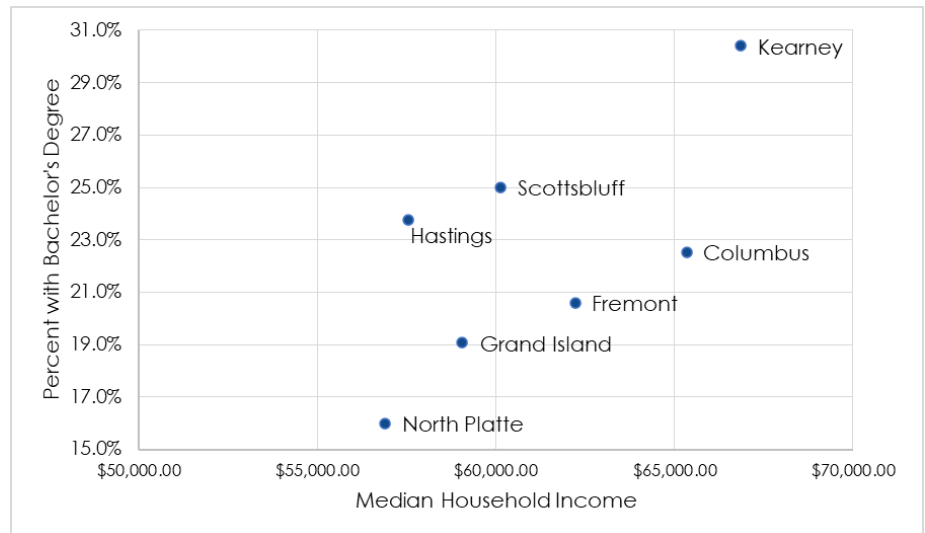
With occasional exceptions, income and higher educational attainment tend to be highly correlated. Figure 5.3 plots Hastings and comparison areas (the Tri-Cities region and peer cities) based on median household income and percent of adults (age 18 and above) with bachelor's degrees or higher. Hastings had the third highest amount of population with bachelor's degrees or above. However those residents had the second to lowest median household incomes of the comparison areas. Note not all higher paying jobs require college degrees. The Kearney data point is an outlier due to the presence of the University of Nebraska-Kearney.

Figure 5.2: Per Capita Income, 2000 - 2020



Sources: US Census Bureau 2000, ACS 5-Year Estimates 2010 and 2020

Figure 5.3: Income by Educational Attainment, 2022



Source: ACS 5-Year Estimates 2022

Sales Tax

Increasing income tends to result in increasing retail sales, providing a base for employment and income for local residents. Retail sales also drive local sales and use tax receipts for municipalities and the State of Nebraska. The City of Grand Island has adopted a local rate of 2.0%. The City of Kearney and the City of Hastings have adopted local rates of 1.5%.

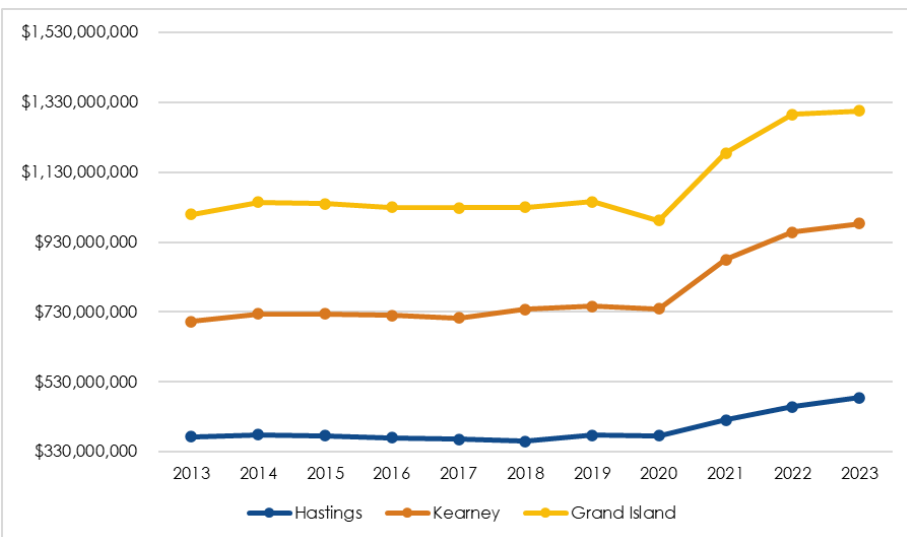
According to the Nebraska Department of Revenue, Net Taxable Sales in Hastings have grown from over \$373 million in 2013 to over \$484.7 million in 2023, an increase of 29.8% (Figure 5.4). Kearney realized a much higher level of sales - \$983 million in 2023 - bringing the ten-year trend up to an increase of 39.9%. Grand Island sales grew from just over 1 billion in 2013 to just over 1.3 billion in 2023, an increase of 29.3%. The retail options in Kearney and Grand Island, as well as larger populations, are likely reasons why the net taxable sales were considerably higher in the other Tri-Cities.

However, it should be noted that Net Taxable Sales took a large hit across the board during the COVID pandemic in 2020. The overall impacts of the pandemic, along with shifts towards online sales, will continue to bear watching.

Labor Force Characteristics

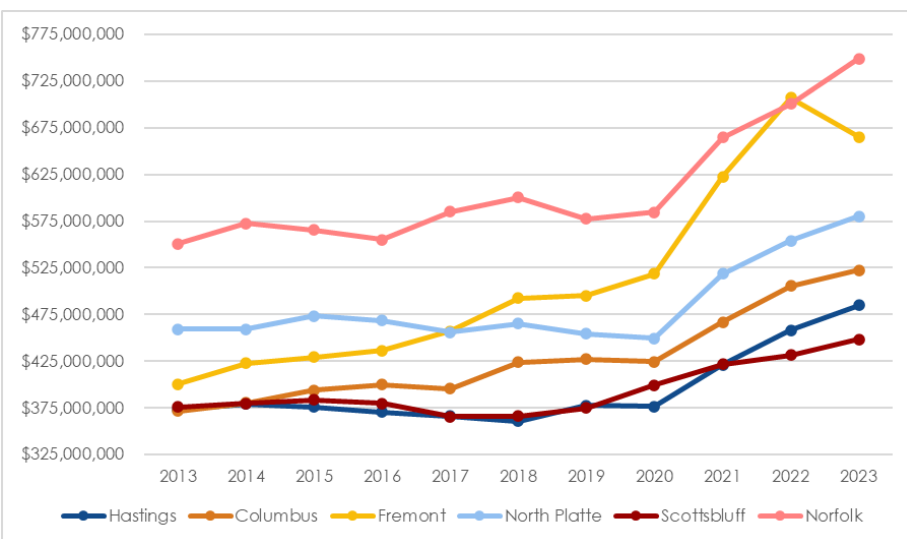
In this section, labor force and unemployment will be examined. The following definitions were taken from the Bureau of Labor Statistics.

Figure 5.4: Net Taxable Sales, Hastings and Tri-Cities, 2013-2023



Source: Nebraska Dept. of Revenue, Non-Motor Vehicle Sales Tax Collections

Figure 5.5: Net Taxable Sales, Hastings and Peer Communities, 2013-2023



Source: Nebraska Dept. of Revenue, Non-Motor Vehicle Sales Tax Collections

The **labor force** includes all people ages 16+ who are classified as either employed or unemployed. People are classified as **unemployed** if they do not have a job, have actively looked for work in the prior 4 weeks, and are currently available for work.

Labor Force Participation Rate

The labor force participation rate is the proportion of the working-age population that is either working or actively looking for work. The unemployment rate is the remainder of the labor force participation rate from 100%. This rate is an important labor market measure because it represents the relative amount of labor

resources available for the production of goods and services (Bureau of Labor Statistics). This rate is calculated by dividing the total Employed persons by the total Labor Force.

The unemployment rate in Hastings is middle of the pack compared to the Tri-Cities. Kearney had the lowest unemployment rate in 2022. Hastings fared better compared to the peer communities, tied with Fremont and Norfolk at 2.2% unemployment rate. Data were not available for Scottsbluff and Columbus.

Industry Employment

Employment by industry data assists in understanding the key generators of income. The Bureau of Economic Analysis ("BEA") tracks employment by county. The total annual average number of jobs in Adams County grew from 20,625 in 2012 to 21,473 in 2022, a 4.1% growth rate (Table 5.3). This includes people who live elsewhere and commute into Adams County. While there were impacts from the pandemic in 2020, unemployment in Nebraska decreased by 1.6% in the same decade.

Manufacturing had the largest number of jobs, 3,060 in 2022, up 28.9% over 2012. Wholesale trade contracted by -10.6% to 763 in 2022, the largest decrease seen over the time period. Farm employment in the county decreased slightly over the time period.

Health Care is the largest employment sector in Nebraska statewide. In Adams County, Health Care data was unavailable. However, Mary

Table 5.1: Labor Force Participation Rate, Hastings and the Tri-Cities, 2012 and 2022

Location	2012			2022		
	Labor Force	Employed Persons	Unemployment	Labor Force	Employed Persons	Unemployment
Hastings	13,364	12,887	3.6%	13,635	13,330	2.2%
Kearney	18,673	18,117	3.0%	19,926	19,531	2.0%
Grand Island	26,894	25,863	3.8%	27,409	26,734	2.5%

Source: NEWorks 2012 - 2022

Table 5.2: Labor Force Participation Rate, Hastings and Peer Communities, 2012 and 2022

Location	2012			2022		
	Labor Force	Employed Persons	Unemployment	Labor Force	Employed Persons	Unemployment
Hastings	13,364	12,887	3.6%	13,635	13,330	2.2%
Columbus	N/A	N/A	N/A	N/A	N/A	N/A
Fremont	13,750	13,150	4.4%	14,980	14,654	2.2%
Norfolk	13,081	12,652	3.3%	13,792	13,483	2.2%
North Platte	12,951	12,448	3.9%	12,367	12,079	2.3%
Scottsbluff	N/A	N/A	N/A	N/A	N/A	N/A

Source: NEWorks 2012 - 2022

Table 5.3: Adams County Employment 2012-2022

Industry	2012	2022	Change 2012-2022
Total Employment by Place of Work	20,625	21,473	4.1%
Farm Employment	584	572	-2.1%
Non-Farm Employment	20,041	20,901	4.3%
Forestry and Fishing	318	(D)	-
Mining, Quarrying, and Oil & Gas Extraction	24	(D)	-
Utilities	(D)	(D)	-
Construction	1,269	1,385	9.1%
Manufacturing	2,374	3,060	28.9%
Wholesale Trade	853	763	-10.6%
Retail Trade	2,249	2,057	-8.5%
Transportation and Warehousing	(D)	(D)	-
Information	198	156	-21.2%
Finance and Insurance	845	939	11.1%
Real Estate	689	1,031	49.6%
Professional, Scientific, and Technical Services	650	630	-3.1%
Management of Companies	134	159	18.7%
Administrative/Support/Waste Management	919	940	2.3%
Arts, Entertainment, and Recreation	260	285	9.6%
Accommodation and Food Services	1,337	1,461	9.3%
Other Services (except Government)	1,224	1,207	-1.4%
Government	2,500	2,331	-6.8%

(D) Not Disclosed, n/a- Not Available

Source: BEA Regional Economic Accounts, 2012- 2022

Lanning Healthcare is one of the largest employers in the city, and likely saw little to no change over the time period.

Employment by Place of Residence

The ACS estimates employment statistics for the people who live in an area. These represent people who live in the city of Hastings, whether they work in the city or commute outside the city. If more people are employed in an industry, it may indicate opportunities for local job creation.

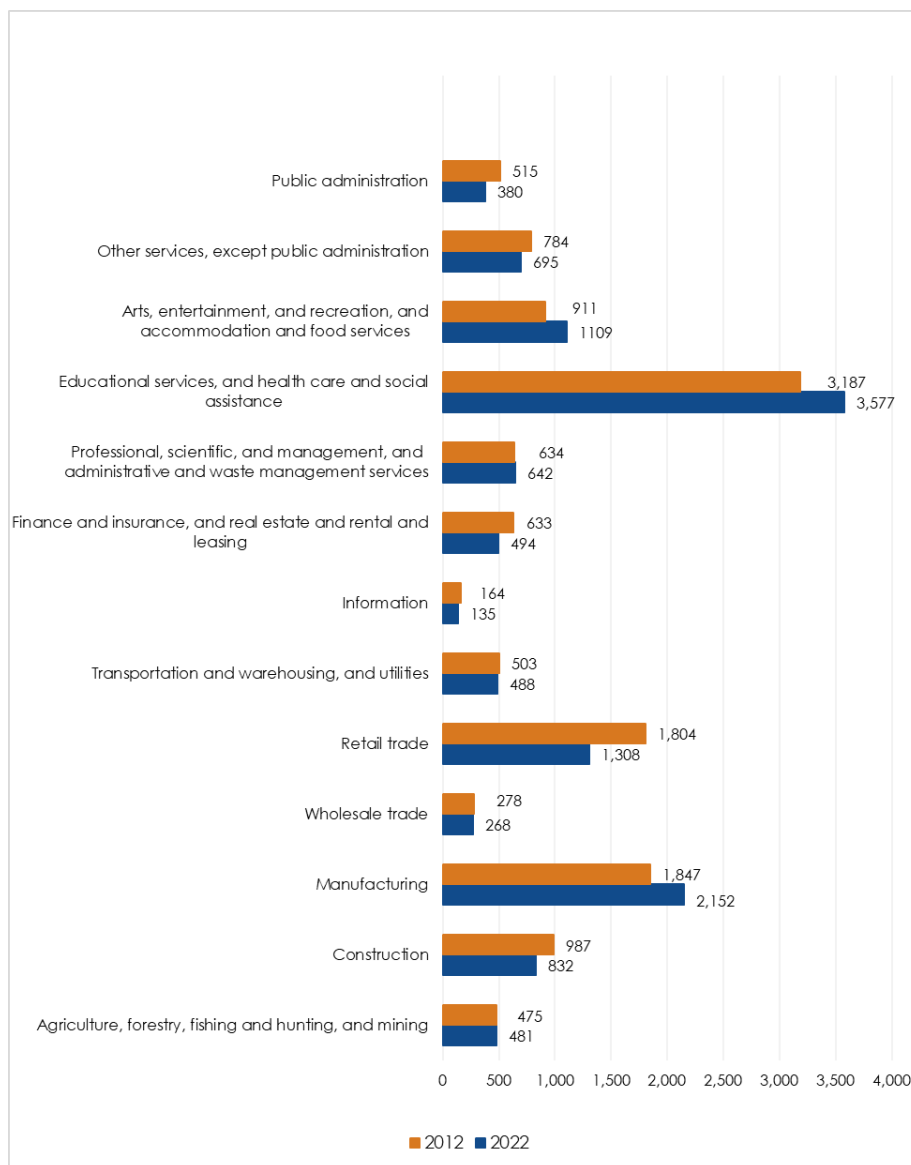
In Hastings, 3,577 residents reported they worked in the Educational services, and health care and social assistance industry in 2022 (Figure 5.6). While Table 5.3 did not show data for those who worked in this sector, these employment numbers suggest how important Mary Lanning Healthcare is to the city and region. Retail trade and manufacturing are the next highest employment sectors in Hastings. Retail trade contracted over the time period. With more retail options in Kearney and Grand Island, this is not surprising.

Major Employers

According to Hastings Economic Development Corporation, major employers in Hastings include manufacturers, healthcare, education, and government jobs. The top manufacturer jobs include:

- Thermo King;
- WR Reserve;
- Dutton-Lainson Company ;
- T-L Irrigation;
- Flowserve Inc.;
- Ag Processing Inc.;
- Paperworks Industries;
- Centennial Plastics;
- A1 Fiberglass;
- Eaton Corporation;
- Nebraska Aluminum Castings;
- Flanders Provision;
- Chief Ethanol Fuels, and;
- Hastings Irrigation Pipe

Figure 5.6: Hastings Residents' Employment by Industry 2012-2022



Source: ACS 5-Year Estimates 2012 and 2022

The top non-manufacturing jobs include:

- Mary Lanning Memorial Hospital;
- Hastings Public Schools;
- Good Samaritan Village;
- Central Community College;
- US Meat Animal Research;
- Hastings College;
- City of Hastings;
- Hastings Utilities, and;
- Adams County

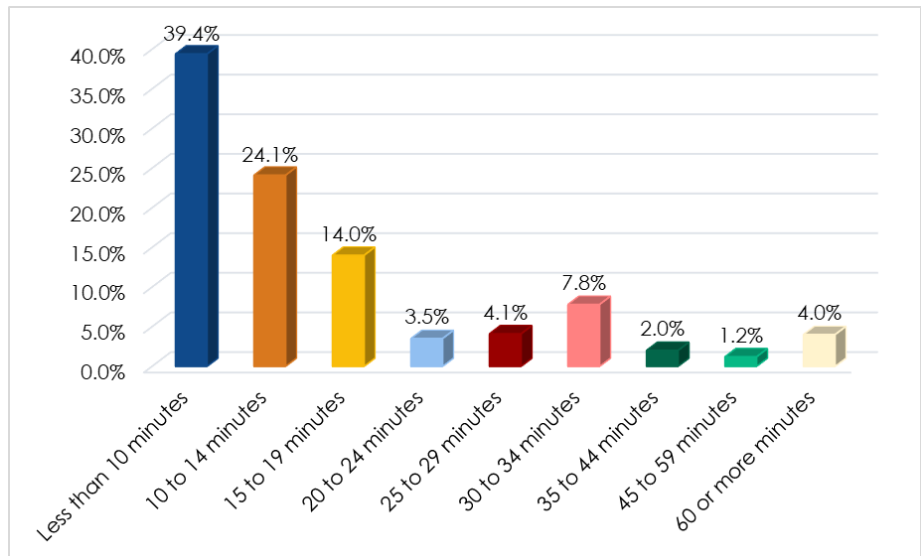
Commuter Trends

Hastings is part of a regional job market, with some local residents leaving the city to commute to work elsewhere in the Tri-Cities Regions, while others commute into Hastings from their homes in Adams County or further away. The ACS estimates that in 2022, 27.3% of Hastings residents left the city to work each day, and 17.0% left Adams County to work.

Travel time to work affects quality of life. If commute time becomes excessive, people may seek work closer to home or leave the community to move closer to their workplace. 22.5% of people travel more than 20 minutes to work (5.2% travel 45 minutes or more). About 39.4% of commuters traveled 10 minutes or less to work, including the 3.8% who worked from home (Figure 5.7).

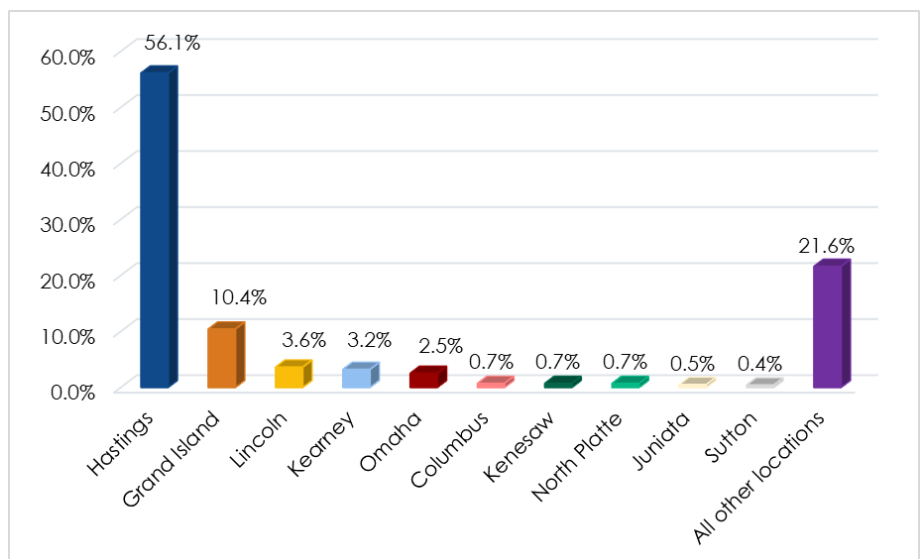
Figure 5.8 shows where people travel to for work. The vast majority (56.1%) stay in Hastings. About 13.6% of persons travel to the Tri-Cities. Juniata and Kenesaw are both within Adams County (the former being adjacent to Hastings to the west), while Sutton is a short drive to the east in Clay County. The larger cities of Lincoln, Omaha, North Platte, and Columbus are outliers, attracting a minimal amount of workers. "All other locations" can include out state jobs in Kansas, South Dakota, or Colorado. This data does include persons who call Hastings home but may commute during the week, or work from Hastings and their job is in a place such as Omaha.

Figure 5.7: Travel Time to Work, 2022



Sources: ACS 5-Year Estimates 2022

Figure 5.8: Employment Location



Sources: US Census Bureau OnTheMap 2021

Goals and Actions

Goal 5.1: The City has a strong economy supporting new business and retention & expansion of existing business.

Actions

5.1.1: Continue to support the Downtown Hastings Business Improvement District.

5.1.2: Work closely with South Central Economic Development District to access EDA and other funding sources for local economic development.

5.1.3: Aid development or redevelopment through Tax Increment Financing ("TIF") where appropriate.

Goal 5.2: There are sites available for commercial and industrial development.

Actions

5.2.1: Continue to provide a clear and consistent development review process to ensure timely permit review.

5.2.2: Work with the Hastings Economic Development Corporation to identify future industrial park sites.

5.2.3: When economically feasible, proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 5.3: The City is responsive to employers considering relocation.

Actions

5.3.1: Work with Hastings Economic Development Corporation and the Hastings Chamber of Commerce to develop a community profile publication with demographic, housing, and economic statistics from this plan for site selectors and prospective employers.

5.3.2: Continue to post community profiles, planning & zoning requirements, and other development information on the City of Hastings website.

5.3.3: Work with Nebraska Department of Economic Development and the Hastings Economic Development Corporation to be responsive to potential relocation targets.



Chapter 6 Community Facilities

Hastings' Facilities

State and local governments provide a number of services to their citizens. These services are provided in a wide range of buildings owned and maintained by different levels of government. Such facilities are provided to ensure the safety, wellbeing, and enjoyment of the residents of Hastings. These facilities and services provide residents with social, cultural, educational, and recreational opportunities.

It is important for all levels of government to anticipate the future demand for their services if the city is to remain strong and vital. The examination of existing facilities and future services are contained in this chapter. Alternatively, in some instances, there are a number of services not provided by the local or state governmental body and are provided by non-governmental entities, private organizations, or non-profits for the community as a whole. These organizations are

important providers of services and are an integral part of the community.

Facilities Plan

The Facilities Plan reviews present capacities of all public and private facilities and services. To determine if these facilities are sufficient for future populations, "The Planner's Estimating Guide - Projecting Future Land-Use and Facility Needs" was used as reference. This guide is written for planners to determine level of service within their communities, based on national standards.

The Facilities Plan for Hastings is divided into the categories of City Facilities and Education. While the Hastings Municipal Airport and Pollution Control Facility (present on Figure 6.4) are City owned, they will be discussed in later chapters.

Data Variations

The data presented about college students reflects

decreased attendance during the COVID-19 pandemic. The pandemic caused a dramatic reduction in in-person attendance as well as overall enrollment.

City Facilities

Hastings City Offices

Hastings City Offices are currently split between three locations after the closing of City Hall at 220 N Hastings Ave. Departments are now split between the Landmark Center at 2727 W 2nd St, 3505 Yost Ave, and 1228 N Denver Ave. City Hall is facing significant renovations, which the public showed support for in 2023.

As these facilities are currently being renovated, level of service was not investigated. However, into the future, the City must meet the needs of future populations with the future City Offices.

Source: cityofhastings.org

Library

The Hastings Public Library, pictured on page 35, is located at 314 N Denver Ave. The Library was first built in 1962. In 2017, renovations were completed to the facility, adding 2,500 square feet to the 29,000 square foot facility. The renovations won the AIA/ALA Library Building award in 2018. The Library also hosts skilled trade licensing programs.

With recent renovations, the City is meeting the needs of the community. In the future, the Library should be monitored to ensure it is still meeting the needs of the City, particularly in the technology sector. The City and Library should follow the American Library Association standards.

(Note: modified slightly from website.)

Sources: aia.org; cityofhastings.org; Hastings Public Library

City Auditorium

The City Auditorium was built in 1924 at 400 N Hastings Ave. Amenities include a full kitchen with capability for catering, a balcony with theater seating, stage and arena for dancing and large events, ADA accessibility, and a drop down screen for video presentations. These amenities make the Auditorium a popular Hastings location for stage productions, conventions, seminars, receptions, and trade shows. The Auditorium can seat 1,668, with 800 on the main floor and 868 in the balcony.

(Note: text modified from website.)

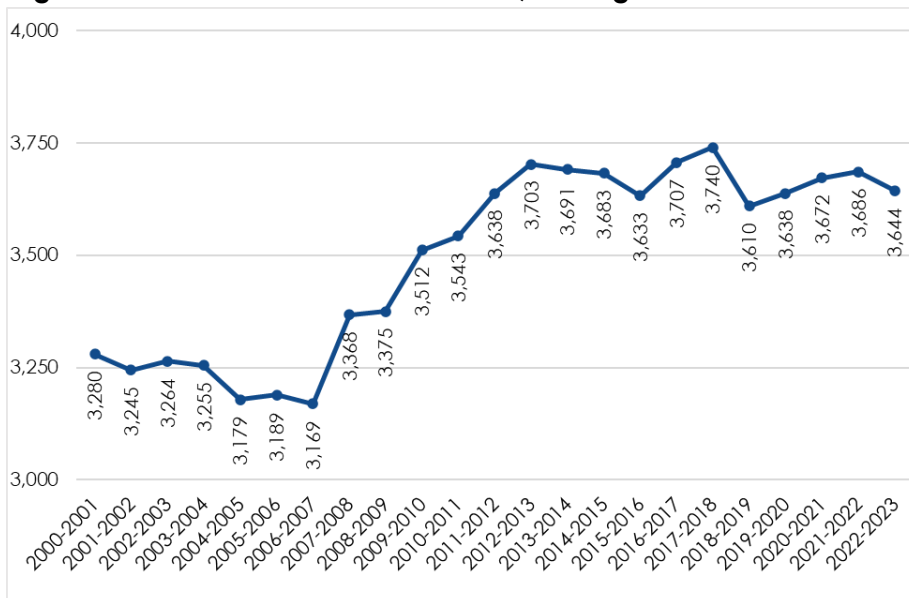
Source: cityofhastings.org

Educational Facilities

Hastings Public School District

Hastings Public Schools ("HPS") is home to an early learning center, five elementary schools, Hastings Middle School, and

Figure 6.1: School Enrollment 2000-2023, Hastings Public School District



Source: Nebraska Department of Education

Hastings High School. The school district is highly decorated, having won a multitude of awards for student success, being a model school in the state and nation, contributing to the city, and having high wellness standards. Hastings Public Schools was granted District Accreditation from Advanced Accreditation Commission.

Hastings Public Schools saw a peak student population of 3,740 students in 2017-2018. In addition, the low occurred during the 2006-2007 academic year with 3,169 students. The total enrollment at HPS is largely maximized because of an interlocal agreement between HPS and Adams Central School District, which sets HPS's district boundaries and does not allow it to expand.

In 2020, Citizens in the HPS District approved a bond to renovate the district's facilities. The improvements created through the approved bond ensure that each school building has enough

room to meet the needs of the students and teachers. Because of these improvements and the fact that the school district enrollment is largely set by the interlocal agreement, no new schools are planned for. If a building reaches its expected life cycle, and the District chooses not to repair and renovate the building, HPS has land available to construct new school buildings, as needed.

Source: Hastings Public Schools

Adams Central School District

Adams Central Public Schools ("Adams Central") is home to an early childhood learning center, a newly constructed elementary school, and a junior/senior high school. Adams Central became the first former Class 1-Class 6 school district in the state to reach district accreditation through Advanced Accreditation Commission. After the completion of Adams Central Elementary School, student enrollment nearly doubled. Before the building of the new elementary school, the

population ranged between 445 to 467. After the addition of the new school, the population peaked at 1,005 in 2018-2019. The lowest student population was in 2006-2007, the first year of the elementary school's building. The School District anticipates an annual 1% growth rate. Based on this growth rate, the school district is currently not planning on any new school facilities. The District is in the process of updating athletic facilities and making other needed renovations to the existing buildings to meet the needs of the students and teachers.

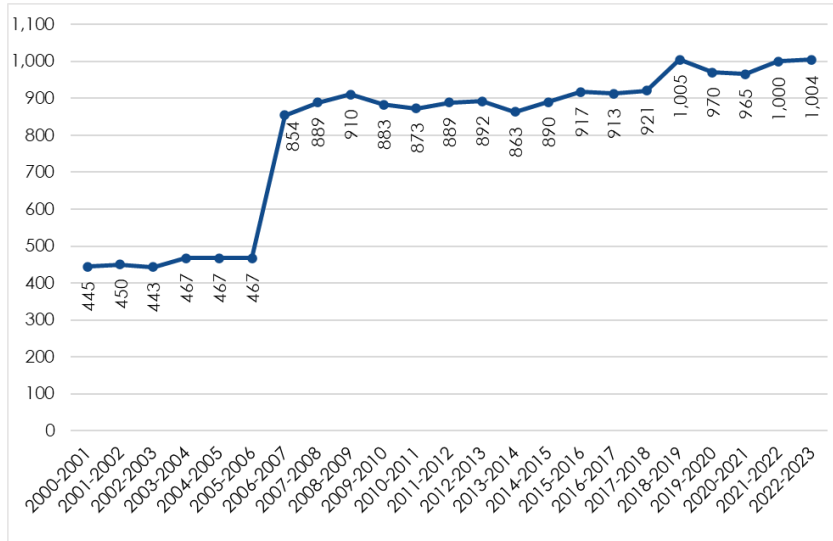
Source: Adams Central Public Schools

Hastings Catholic Schools

Hastings Catholic School System is home to an early learning center (Pre-Kindergarten), elementary school, and combined middle/high school. St. Michael Elementary is accredited through the Nebraska Department of Education (Rule 14). St. Cecilia Middle and High School has met the criteria for educational quality established by the Advanced Accreditation Commission and the Nebraska Department of Education. Student enrollment at Hastings Catholic School System is currently around 400 students. This enrollment total has remained steady since 2010.

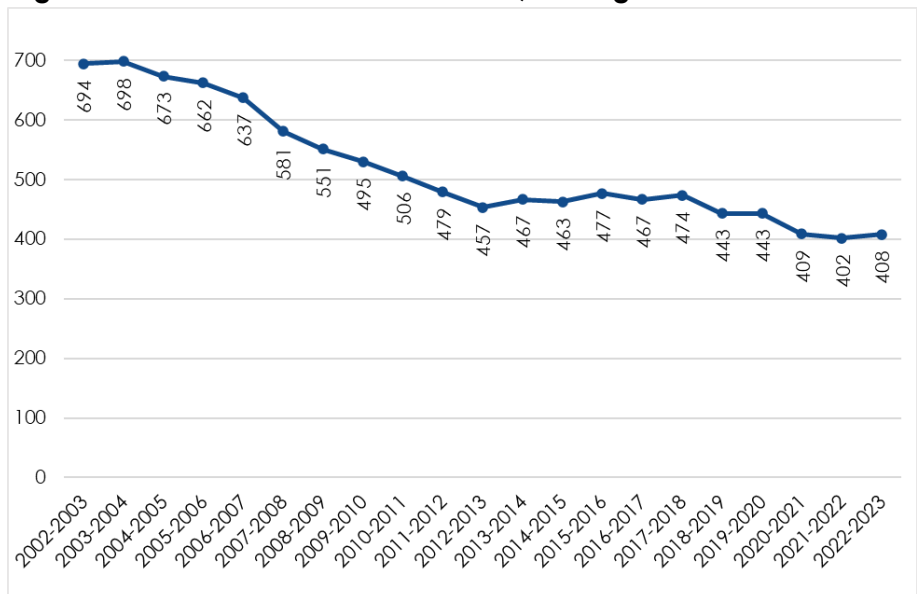
In 2022, the School System began renovation of the St. Cecilia Middle and High School, which included renovations. This construction project modernizes and expands the school for current and future students. The middle and high school is in a campus setting where the Catholic School System controls a majority of land within the four

Figure 6.2: School Enrollment 2000-2023, Adams Central School District



Source: Nebraska Department of Education

Figure 6.3: School Enrollment 2002-2023, Hastings Catholic Schools



Source: Nebraska Department of Education

blocks it is situated on. The School System should consider creating a campus master plan for its facilities and rezoning its land to the Campus Master Plan ("CMP") zoning district to better organize the school site and allow for future changes. As land within this area is acquired by the school, these lots can be made part of the CMP, which will also improve the effectiveness of the district and the school's master

plan. As a school, naturally attending to pedestrian access for student safety and enjoyment should be a focus of this campus master plan. Being adjacent to Mary Lanning Healthcare there is a good opportunity to coordinate pedestrian amenities between the two campuses for the betterment of both organizations and the community.

Source: Hastings Catholic School System

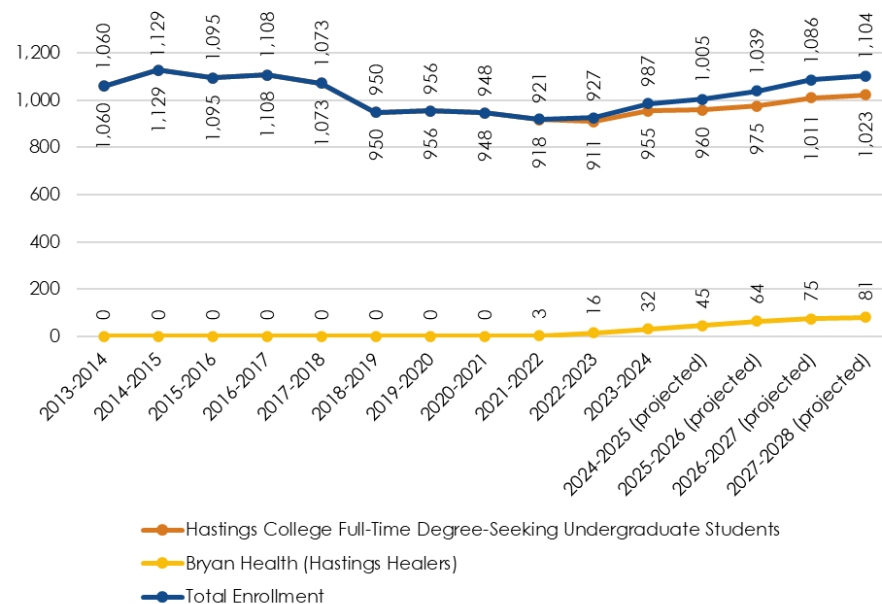
Hastings College

Founded in 1882, Hastings College is a private, four-year residential institution affiliated with the Presbyterian Church (USA) and is the only Presbyterian College in Nebraska. Hastings College has been accredited by the Higher Learning Commission of the North Central Association of Colleges and Schools since 1916, the National Association of Schools of Music since 1947, and the National Council for the Accreditation of Teacher Education since 1964.

Hastings College's past enrollment from 2013-2024 and projected enrollment from 2024-2028 are identified in Figure 6.4. The college saw a peak student population of 1,129 in 2014-2015 and a low student population of 921 in 2021-2022. This total enrollment consists of full-time degree-seeking undergraduate students at Hastings College as well as Hastings Healers, which provides bachelors of science in nursing degrees through Bryan College of Health Sciences. The Hastings Healers program provides students with the opportunity to take a majority of general education courses through Hastings College as well as clinical opportunities at Mary Lanning Healthcare in Hastings.

Hastings College's enrollment is projected to increase in the next four years with the total enrollment increasing from 987 students in 2023-2024 to 1,104 students in 2027-2028. This total enrollment increase includes an increase in both full-time undergraduate students at Hastings College as well as an increase in students participating in the Hastings Healers program.

Figure 6.4: School Enrollment 2013-2028, Hastings College



Source: Hastings College

Note: Projected enrollment is based on Hastings College's annual enrollment goals as inputs in a 4-year revenue model that accounts for average attrition of returning students.

Table 6.1: On/Off Campus Students & Commuter Students, Hastings College

School Year	On/Off Campus		Commuter Information (Full-Time Undergraduate Students Only)		
	On-Campus	Off-Campus	% From Hastings	% In-State	% Out-of-State
2017-2018	61%	39%	N/A	64%	36%
2018-2019	61%	39%	N/A	61%	39%
2019-2020	64%	36%	12%	60%	40%
2020-2021	63%	37%	10%	57%	43%
2021-2022	67%	33%	8%	55%	45%
2022-2023	70%	30%	8%	55%	45%
2023-2024	72%	28%	8%	54%	46%

Source: Hastings College

Table 6.2: Alumni Information, Hastings College

Alumni	Total Grads	Total w/ Known Status	Known Rate	Remain In-State	Remain in Hastings
2021	195	127	65%	64%	18%
2022	181	150	83%	67%	19%
2023	214	180	84%	65%	25%

Source: Hastings College

Table 6.1 identifies the percentage of students living on and off campus between 2017 and 2024 as well as the percentage of students from Hastings, from Nebraska and from out-of-state. The majority of students at Hastings College live on campus with approximately 30 percent living off-campus within the City of Hastings. Additionally, the majority of Hastings College students are from Nebraska with a small percentage originating from Hastings.

The number of alumni remaining in-state and in Hastings is shown in Table 6.2. The majority of alumni, for which location information is known, remain in-state, however a small percentage of those remain in Hastings. The percentage of students remaining in Hastings has increased throughout the past two years, with approximately a quarter of students remaining in Hastings in 2023.

The College recently completed a master plan for the years 2024-2034. During this time the college will actively be renovating and constructing new buildings on campus. The buildings planned for renovations include:

- Hazelrigg Student Union;
- Perkins Library;
- Babcock, Taylor, Altman and Bronc Residence Halls;
- Bronco Village Apartments;
- McCormick Hall, and;
- the Fuhr Hall of Music

Following renovations and the new residence hall, next on the horizon for consideration at the College would include an indoor track, amphitheater, and new education building, assuming

growth enrollment goals are achieved. With the construction of the new residence hall, housing on campus will be sufficient for students.

According to the 2023 Nebraska's Independent Colleges & Universities: Spurring Economic Growth and Brain Gain Study, Nebraska experiences brain drain and independent colleges and universities are integral to reversing this trend. In 2021, Nebraska had a net brain drain of 137,361 people. However, Hastings College recruited 426 students who had previously lived outside of Nebraska. This resulted in a brain gain for Nebraska due to the fact that an estimated 52.9 percent of students remain in the state upon graduation.

Additionally, Hastings College has a positive impact on the economy of Hastings. In 2021, the college had an annual average of 516 jobs and a total economic impact of \$47.1 million. This includes \$23.1 million in Wages and Salaries and \$1.1 million in Self-Employment Income.

Central Community College

Central Community College ("CCC"), accredited by the higher learning commission, is a multi-campus community college serving a 25-county area in central Nebraska. The central administration is located in Grand Island. Three main campuses are located in Columbus, Grand Island, and Hastings. CCC is one of six community college areas in Nebraska. This structure was the result of 1971 Nebraska State legislation that formed the six areas and required that all

counties in the state become part of one of the community college areas.

The Hastings campus offers 28 career education programs in addition to providing courses in 17 areas for students who plan to complete two years at CCC before transferring to four-year colleges and universities to complete bachelor's degrees. Housing is available on campus for approximately 400 students. Central Community College's past enrollment at the Hastings campus from 2020-2023 and projected enrollment from 2024-2027 are identified in Figure 6.5. The college saw a peak student population of 2,373 in Fall 2023 and a low student population of 2,116 in Fall 2021. This total enrollment consists of on-campus students at the Hastings campus as well as distance learners, who take classes through Hastings campus, but may be in a different physical location.

CCC's enrollment is projected to increase in the next four years with the total enrollment increasing from 2,373 students in Fall 2023 to 2,766 students in Fall 2027. This total enrollment increase includes an increase in distance learners at the Hastings campus but a decrease in the on-campus enrollment.

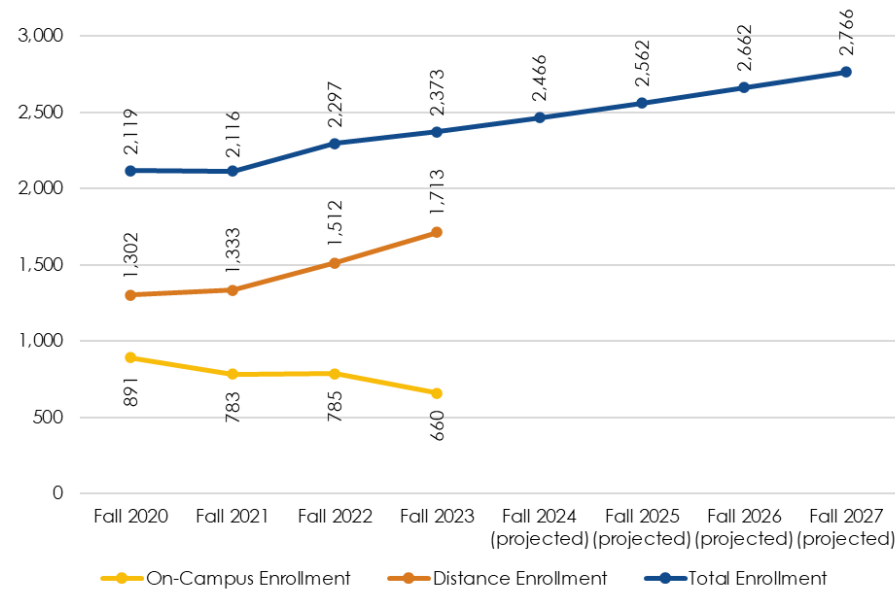
Table 6.3 identifies the percentage of students living on and off campus between 2020 and 2023 as well as the percentage of students in Hastings, from Nebraska and from out-of-state. The majority of students at CCC's Hastings campus are distance learners and approximately 62 percent live within the City of Hastings. Additionally, the majority of CCC

students are from Nebraska with a small percentage originating from out-of-state. Additionally, a majority of CCC students remain in the community. There are currently 2,477 CCC alumni who live in Hastings.

The Hastings campus of CCC is comprised of 23 separate and distinct buildings that were, by and large, all built during or shortly after World War II (early 1940s) as part of the Naval Ammunition Depot. These buildings have served the college since 1966. Many of these original buildings require continuing maintenance and upgrading. These facilities are sufficient for the needs of the campus.

The college plans to build a new Automotive Training Career Center to replace the current Furnas building. The Furnas building will be repurposed and the Kearney building will be demolished once the new building is in place. The new facility should be completed by 2026. Additionally, the Phelps building will be remodeled in summer/fall of 2024 and should be back in service by the beginning of 2025. The building will be repurposed for hosting larger events on campus.

Figure 6.5: School Enrollment 2020-2027, CCC



Source: CCC

Note: Projected enrollment is based on simple linear regression. The CCC Hastings Campus has experienced an average 3.9% increase in enrollment year over year. If this trend continues, the projected enrollment will be achieved.

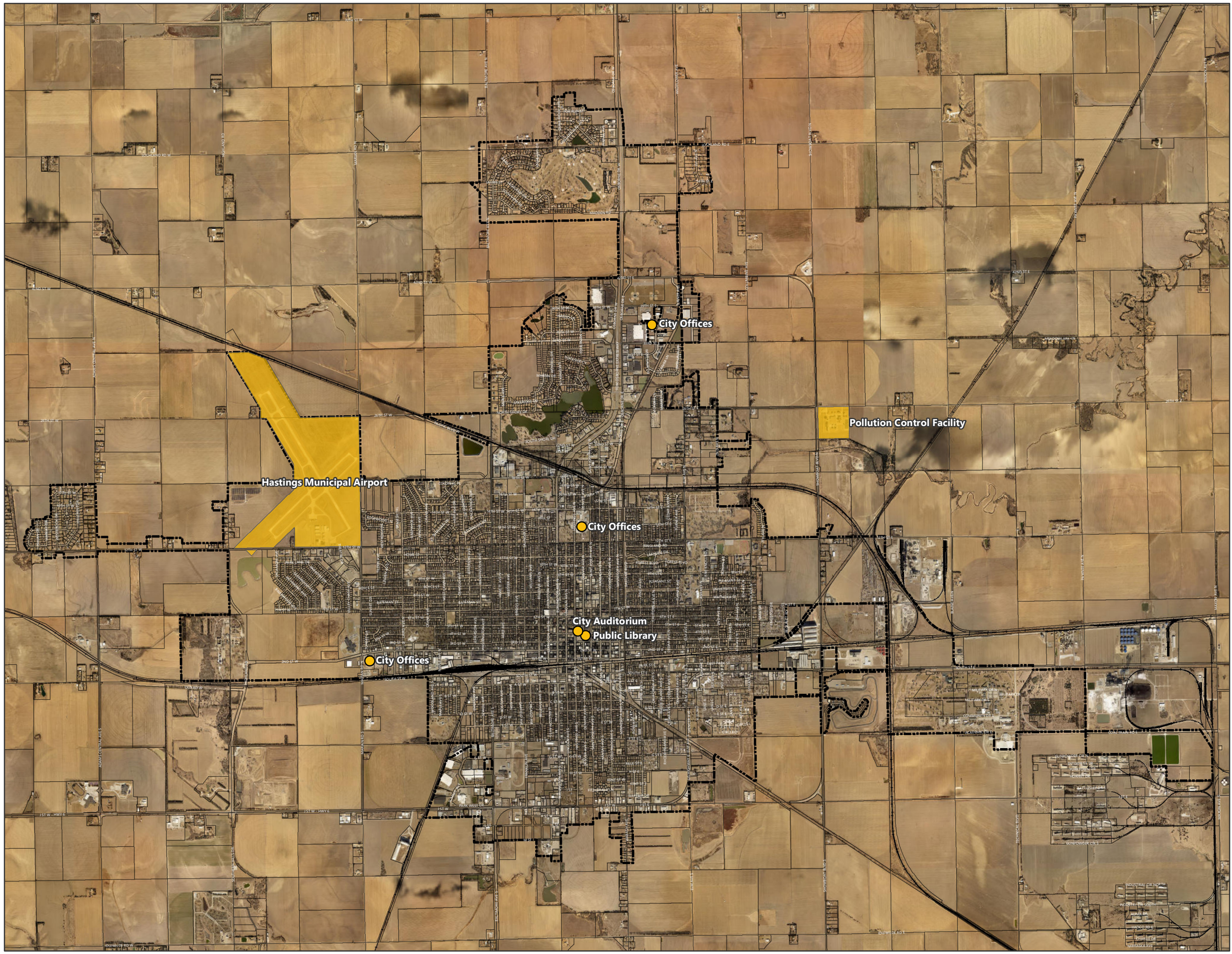
Table 6.3: On/Off Campus Students and Commuter Students, CCC

School Year	Past & Projected Enrollment		
	On-Campus Enrollment	Distance Enrollment	Total Enrollment
Fall 2020	891	1,302	2,119
Fall 2021	783	1,333	2,116
Fall 2022	785	1,512	2,297
Fall 2023	660	1,713	2,373
Fall 2024 (projected)	N/A	N/A	2,466
Fall 2025 (projected)	N/A	N/A	2,562
Fall 2026 (projected)	N/A	N/A	2,662
Fall 2027 (projected)	N/A	N/A	2,766

Source: CCC

Note: Projected enrollment is based on simple linear regression. The CCC Hastings Campus has experienced an average 3.9% increase in enrollment year over year. If this trend continues, the projected enrollment will be achieved.

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 6.6: CITY FACILITIES



LEGEND



City Facilities



City Facilities



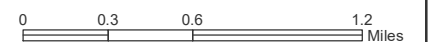
Parcels



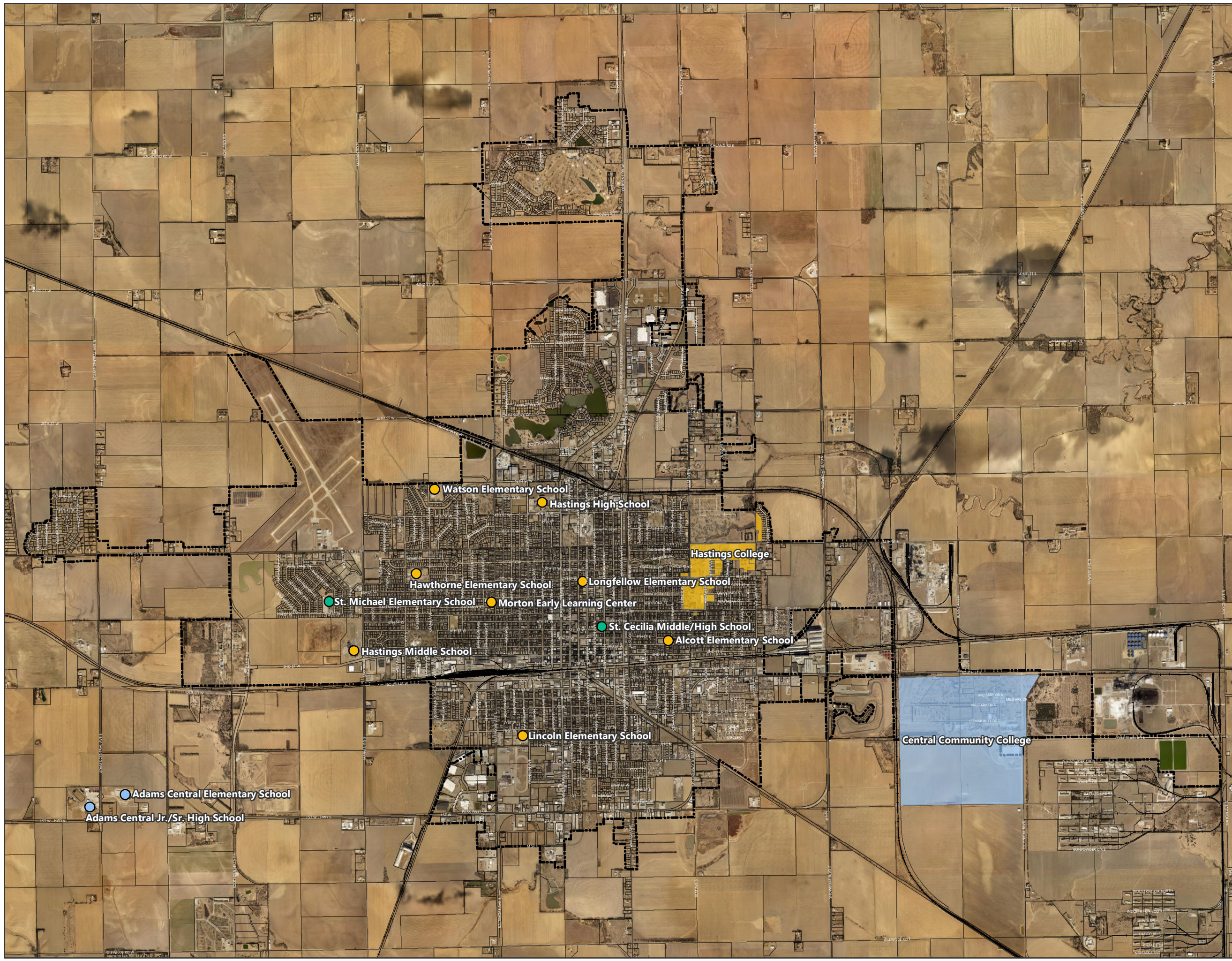
City Limits



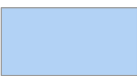
PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.6.23



HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 6.7: EDUCATIONAL
FACILITIES

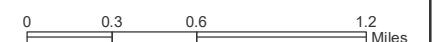


LEGEND

-  Hastings Public School District
-  Adams Central School District
-  Hastings Catholic Schools
-  Hastings College
-  Central Community College
-  Parcels
-  City Limits



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.6.23



Goals and Actions

Goal 6.1: The City provides accessible public buildings and facilities required by the citizens of Hastings.

Actions

6.1.1: Continue maintenance and repair on all permanent and temporary city facilities.

6.1.2: Continue to routinely evaluate City services and facilities needs to appropriately place facilities in the community so that the services can be most effectively provided to those that need them.

6.1.3: Coordinate facility needs with Adams County and look for opportunities for shared cost-savings.

Goal 6.2: Historic sites and places are protected and maintained.

Actions

6.2.1: Support efforts by the Adams County Historical Society to designate and preserve historic buildings and districts.

6.2.2: Consider participation in the Certified Local Government (CLG) program.

6.2.3: Support efforts by the Hastings Museum to preserve local history.

Goal 6.3: The City supports quality educational services for residents and workforce of all ages.

Actions

6.3.1: Continue support of K-12 education and coordination with Hastings Public Schools, Adams Central Public Schools, and Hastings Catholic Schools.

6.3.2: Encourage Hastings College and Central Community College to continue providing services in Hastings.

6.3.3: Include Hastings Public Schools, Adams Central Public Schools, and Hastings Catholic Schools in the development review of large development projects to ensure the accommodation of future students.

6.3.4: Work with the local education providers to ensure that future school sites are provided in or near growth areas to ensure new and growing neighborhoods are adequately served.

Goal 6.4: The City supports quality health care services in the community.

Actions

6.4.1: Work with Mary Lanning Healthcare and other health care providers to appropriately site health services where they are most effective to meet the health care needs of the community and the region.

6.4.2: Review and update zoning and development regulations to encourage active living and multimodal bike/pedestrian facilities.

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Chapter 7 Parks, Recreation, and Attractions

Parks, Recreation, and Attractions

This chapter begins by cataloging the social, cultural, and recreational facilities found in Hastings. This chapter concludes with an examination of park standards used by cities and then applying them to Hastings.

Parks, Recreation, and Attractions

Hastings' is home to 20 parks of all sizes, multiple recreation centers, and unique regional attractions. Figure 7.1, at the end of this chapter, maps all of these assets of the community. Each park offers different options for residents to enjoy. Hastings recreation options include a regional softball complex, hike and bike trails, and first-class recreation facilities. Lastly, Hastings offers both residents and the region opportunities to learn, play, and witness natural phenomenon's such as the

Sandhill Crane migration.

For more information on these parks, recreation, and attractions, visit the City of Hastings website.



Photo 7.1: Libs Park Disc Golf Course map
Source: Marvin Planning Consultants

Historic Standards

A standard used for decades regarding parks and recreation, as established by the National Parks and Recreation Association ("NPRA"), is 10 acres per 1,000 residents. However, there are a number of standards in addition to NPRA. Nebraska Game and Parks Commission ("NGPC") has used a standard of 14 to 25 acres per 1,000 residents. Another standard is the Small Community Park & Recreation Standards ("SCPRS"), 2003, which examines the primary areas of small community parks and recreation. This standard breaks parks down into five basic categories: sports fields, courts, outdoor recreation, leisure, and other recreational facilities.

This resource also determines the minimum acreages for each - the total comes to 15.5 acres per 1,000 residents.

Parks and Recreation Standards

There are a number of standards to be examined. This section will examine some of the basic standards established overall and in more specific detail.

Table 7.2 examines the desired standards for key facilities found in small and larger communities in the United States. The table is meant as a guide for Hastings instead of an absolute. For example, not all communities have skate parks or BMX courses in their communities; actually in some cases these facilities may become a huge liability risk to the community due to the nature of the uses.

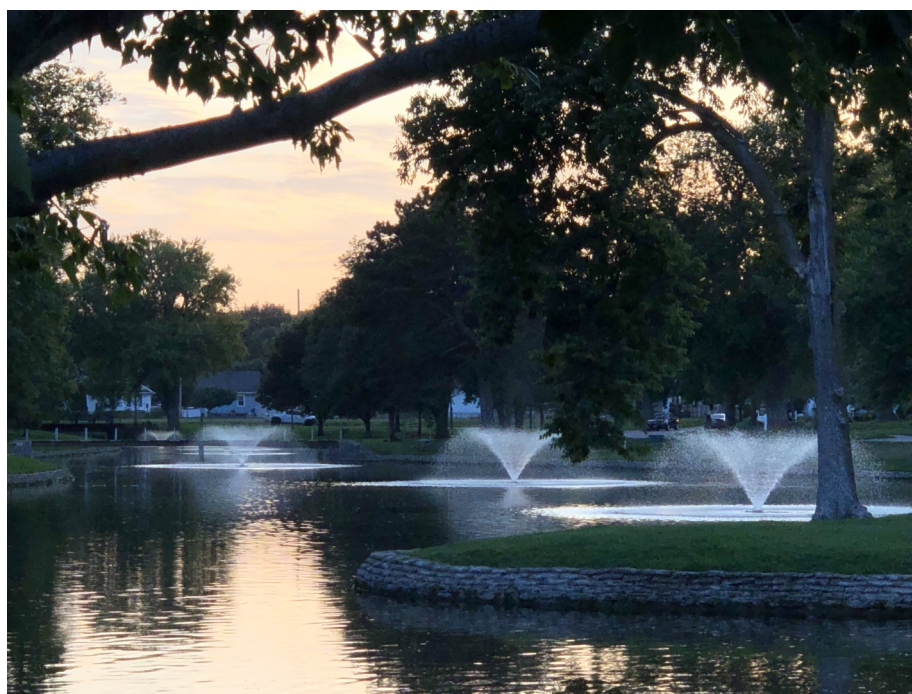


Photo 7.2: Heartwell Park
Source: Marvin Planning Consultants

Table 7.1: Hastings Parks and Recreation Standards

Organization	Standard	2020 pop	Parks and Recreation Needed
NPRA	10A/1,000	25,152	251.5 Acres
NGPC	14-25A/1,000	25,152	352.1 Acres to 628.8 Acres
SCPRS	15.5A/1,000 residents	25,152	389.9 Acres

Source: Marvin Planning Consultants

Table 7.3 examines standards as established in Small Community Park & Recreation Standards, 2003.

Table 7.4 expands on the standards in Table 7.3 and applies it to the minimum amounts of land needed to meet these standards.

Table 7.2: Population served per Park System Facility

Facility Category	Parks System Facility Type	Total Population served by one facility	# of facilities Needed per 1,000 residents
Sports Fields	Soccer/Multi-Use Field	1,050	24.0
	Ball Field (Baseball/Softball)	1,640	15.3
Courts	Tennis Court	1,030	24.4
	Basketball Court	1,100	22.9
	Volleyball Court	7,540	3.3
Outdoor Recreation	Small Skate park (7000 sf footprint)	6,410	3.9
	Full-sized Skate park (17,000+ sf footprint)	15,560	1.6
	BMX Track (Standard ABA Certified)	6,250	4.0
	Paved Multi-purpose Trail (per mile)	960	26.2
	Dirt/Gravel Multi-Use Trail (per mile)	430	58.5
Leisure	Playgrounds (per 3,200 sf of fully developed area)	6,270	4.0
	Family Picnic Area	160	157.2
	Group Picnic Area (w/ Shelter)	2,780	9.0
	Park Bench	130	193.5
Other Facilities	Swimming Pool (outdoors)	8,250	3.0
	Outdoors Events Venue	2,380	10.6

Source: Small Community Parks and Recreation Standards, 2003

Table 7.3: Small Community Parks Land Standards

Facility Category	Parks System Facility Type	# of facilities Needed per 1,000 residents (Demand)	Acres required for one facility	Total Acres required per 1,000 residents (park land standards)
Sports Fields	Soccer/Multi-Use Field	0.95	2.21	55.6
	Ball Field (Baseball/Softball)	0.61	3.77	94.8
Courts	Tennis Court	.97	0.17	4.3
	Basketball Court	0.91	0.16	4.0
	Volleyball Court	0.13	0.10	2.5
Outdoor Recreation	Small Skate park (7000 sf footprint)	0.16	0.18	4.5
	Full-sized Skate park (17,000+ sf footprint)	0.06	0.50	12.6
	BMX Track (Standard ABA Certified)	0.16	3.12	78.5
	Paved Multi-purpose Trail (per mile)	1.04	2.43	61.1
	Dirt/Gravel Multi-Use Trail (per mile)	2.33	1.83	46.0
Leisure	Playgrounds (per 3,200 sf of fully developed area)	0.16	0.14	3.5
	Family Picnic Area	6.25	0.01	0.3
	Group Picnic Area (w/ Shelter)	0.36	2.06	51.8
	Park Bench	7.69	0.00	0.0
Other Facilities	Swimming Pool (outdoors)	0.12	0.34	8.6
	Outdoors Events Venue	0.42	3.19	80.2

Source: Small Community Parks and Recreation Standards, 2003

Park Demands

Table 7.5 examines population demands per park type, as established by the National Parks and Recreation Association, Tables 7.6 then identifies specific recreational uses and their potential demand based upon the three different population projections in Chapter 3. The number represented in the far right column represents the total needed by 2050 based upon the projections and ideal ratio per 1,000 persons.

Some of the recreational uses may be more in demand than others as the planning period moves forward to 2050; there may be demand for soccer fields, basketball courts, trails, picnic areas, and park benches. The tables are a guide for the community, not an absolute.

These numbers begin to indicate the overall impact long range growth can have on Hastings. As the planning period moves forward an annual to five year review of these criteria should be undertaken to determine future needs and deficits.



Photo 7.3: Brickyard Park
Source: Marvin Planning Consultants



Photo 7.4: Lake Hastings
Source: Marvin Planning Consultants

Table 7.4: Population served per Park System Facility

Type of Park	Optimum Size	Service Area	Uses
Mini Parks	.2 to 1 acre	Residential neighborhoods within ¼ mile radius	A walk-to facility that provides play and passive recreation for the immediate vicinity: • Playground equipment • Picnic tables and shelters • Open turf • Natural areas
Neighborhood Parks	5 to 10 acres	Residential areas within ½ mile radius	A walk-to facility with amenities that are predominately neighborhood-oriented (not competitive sports): • Play areas • Tennis courts • Basketball courts • Open field for casual and multi-use play
Community Parks	20 to 40 acres	½ mile to 3 miles	A drive-to facility that serves multiple neighborhoods and includes both competitive sports and passive recreation facilities that are typically not provided in neighborhood parks: • Active sports facilities grouped for efficiency where possible (three to four tennis courts, two or three basketball courts, etc.) • Lighted sports fields with bleachers • Small passive areas for neighborhood park functions • Community center for indoor recreation including kitchen, meeting rooms and large open exercise area • Natural area with trail
District / Regional Parks	40 to 150 acres	5 mile radius	A city-wide drive-to resource primarily for nature-oriented activities and/or major sports facilities: • Large children's playground (with theme) • Lighted active sports facilities (tennis, baseball, soccer, etc.) grouped in complexes for efficiency • Significant dedicated natural areas with trails and passive park uses • Community center
Natural Resource Area	based on resource	Entire community	Lands set aside to preserve unique natural resources: • Remnant landscapes • Open space • Visual/aesthetics buffering
Greenway (trails and linear parks)	25 ft. width minimum; 200 ft. or more optimal	Based on resource availability and opportunities	Ties park system components together to form a continuous park environment
School – Park	10 to 15 acres minimum	Based on school district's school distribution policies	Combines parks with school spaces
Sports Complex	40 acres or more	Entire community	Consolidates heavily-programmed athletic fields to larger and fewer sites
Special Use	Variable	Variable	Covers a broad range of park and recreation facilities oriented toward a single-purpose use

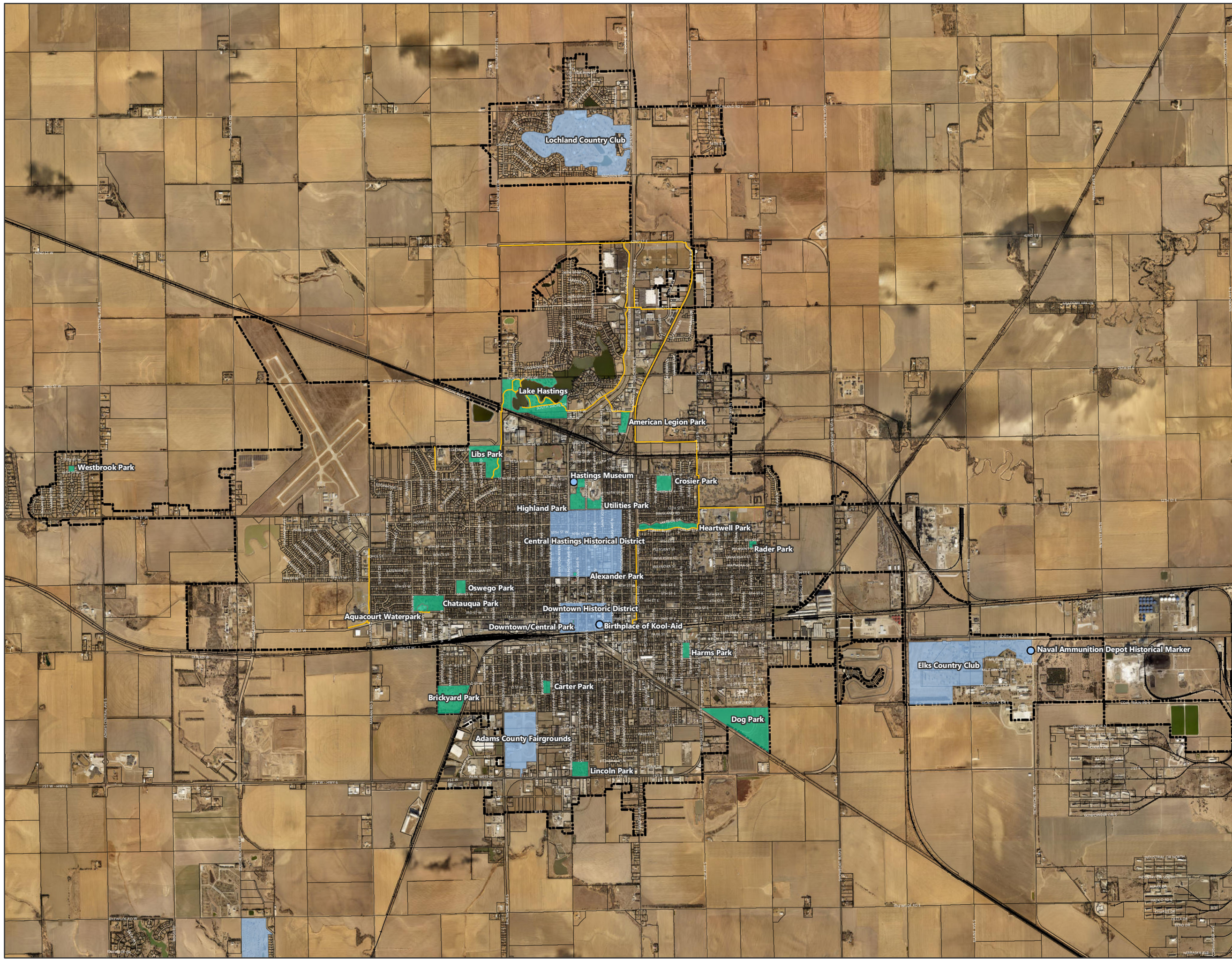
Source: National Parks and Recreation Association

Table 7.5: Recreation Needs - Low, Medium, and High Series Projections

Facility Category	Parks System Facility Type	# of facilities Needed per 1,000 residents (Demand)	# of Existing Facilities in Hastings	# of New Facilities Needed by 2050 (Low Series Projection)	# of New Facilities Needed by 2050 (Medium Series Projection)	# of New Facilities Needed by 2050 (High Series Projection)
Sports Fields	Soccer/Multi-Use Field	0.95	5	19.61	20.53	21.32
	Ballfield (Baseball/Softball)	0.61	10	5.80	6.39	6.90
Courts	Tennis Court	0.97	16	9.12	10.07	10.87
	Basketball Court	0.91	13	10.57	11.46	12.21
	Volleyball Court	0.13	3	0.37	0.49	0.60
Outdoor Recreation	Small Skate park (7,000 sf footprint)	0.16	0	4.14	4.30	4.43
	Full-sized Skate park (17,000+ sf footprint)	0.06	1	0.55	0.61	0.66
	BMX Track (Standard ABA Certified)	0.16	0	4.14	4.30	4.43
	Paved Multi-purpose Trail (per mile)	1.04	9.8	17.14	18.15	19.01
	Dirt/Gravel Multi-Use Trail (per mile)	2.33	0	60.35	62.62	64.55
Leisure	Playgrounds (per 3,200 sf of fully developed area)	0.16	10	0.00	0.00	0.00
	Family Picnic Area	6.25	10	151.89	157.98	163.14
	Group Picnic Area (w/ Shelter)	0.36	10	0.00	0.00	0.00
	Park Bench	7.69	100	99.19	106.68	113.03
Other Facilities	Swimming Pool (outdoors)	0.12	1	2.11	2.23	2.32
	Outdoors Events Venue	0.42	2	8.88	9.29	9.63

Source: Marvin Planning Consultants – 2024

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
 FIGURE 7.1: PARKS,
 RECREATION, AND
 ATTRACTIONS

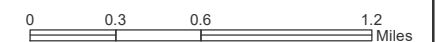


LEGEND

- Pioneer Spirit Trail
- Park
- Attractions
- Attractions
- Parcels
- City Limits



PROJECTION: NE State Plane (Ft.)
 DATUM: NAD 83
 DATE: 11.17.23



Goals and Actions

Goal 7.1: Residents have access to a variety of parks and recreation facilities.

Actions

7.1.1: Develop a city-wide parks and recreation master plan.

7.1.2: Continue to maintain and make incremental improvements at all city parks and facilities.

7.1.3: Continue to plan for projects in the Walkability and Connectivity Study.

7.1.4: Require provision of new parks and recreation facilities in new subdivisions.

Goal 7.2: Area attractions enhance the quality of life for local residents and also attract visitors from other communities.

Actions

7.2.1: Ensure that new attractions for residents and visitors are appropriately located to draw visitors and minimize impacts on the surrounding neighborhood and community.

7.2.2: Support maintenance and improvements of Lake Hastings.

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Chapter 8

Public Health

Public Health

What is Public Health

Planning in the United States originated with a public health purpose; planning is rooted in the need to improve public health through reduction of congestion, regulating for responsible development, and providing equitable access to recreation for all people. **Public health is the promotion and protection of the health of people and the communities where they live, learn, work, and play.** The goal of public health is to ultimately save people money on health care, improve quality of life, help children thrive, and reduce human suffering.

Those working in public health try to prevent people from getting sick or injured in the first place. Public health concepts promote wellness by encouraging healthy behaviors such as exercising, reducing use of tobacco, and education on alcohol abuse. The field of public health works to

assure the conditions in which people can be healthy. This can mean vaccinating children and adults to preventing the spread of disease by other means. Public health also sets safety standards to protect workers and develops school nutrition programs to ensure kids have access to healthy, nutritious food.

Public health workers track disease outbreaks, work to prevent injuries, and shed light on why some are more likely to suffer from poor health than others. The many facets of public health include speaking out for laws promoting smoke-free indoor air and seatbelts, spreading the word about ways to stay healthy, and giving science-based solutions to problems.

Sources: American Planning Association, Planning and Community Health Research Center, Healthy Plan Making; American Public Health Association

South Heartland District Health Department

This department ("SHDHD") covers public health services in Adams, Clay, Nuckolls, and Webster counties. They work with local partners to develop and implement Community Health Improvement Plans and all other health services mandated by Nebraska state statutes.

Source: southheartlandhealth.ne.gov

Community Health Improvement Plan

The community health improvement program ("CHIP") is developed from a community's health needs assessment. Priority goals are developed to address areas of need in each community. The priority areas for SHDHD, for the years 2019-2024, are as follows:

- Access to health care;
- Mental health;
- Substance misuse;
- Obesity and related conditions, and;
- Cancer

Source: southheartlandhealth.ne.gov

Active Living

Active living is about incorporating physical activity and movement into everyday activities. For example, taking the stairs instead of the elevator or biking to work are part of an active lifestyle. Increasing daily physical activity can prevent obesity and promote health for people of all ages.

Hastings has recently undertaken planning for transportation and infrastructure promoting active lifestyles. The Walkability and Connectivity study, written in 2019, provides the city (among other items) carefully laid plans for active living improvements in the city.

This study was a part of Hastings continuing to become a more vibrant and attractive community. Active living is about making the healthy choice the easy choice.

Recreation

As the National Recreation and Park Association notes, "The nation's public parks and recreation are leaders in improving the overall health and wellness of the nation. They are essential partners in combating some of the most complicated challenges our country faces – poor nutrition, hunger, obesity, and physical inactivity. Park and recreation agencies effectively improve health outcomes and thus should be supported through national and community level funding and policies that enable them to continue to expand their efforts in making a positive change in the health and wellness of our nation."

Public health is intricately tied to



Photo 8.1: Pioneer Spirit Trail
 Source: Marvin Planning Consultants

Parks and Recreation planning presented in Chapter Seven.
 Source: nrpa.org

Walkability

Americans are putting an increasing value on walkability. In 2023, the National Association of Realtors released a survey revealing Americans living in walkable communities report a higher quality of life. Sidewalks and multi-use trails not only help residents improve quality of life but also help improve quality of public health.

Walk Score data is a tool to measure walkability of a community. Hastings has earned a walk score of 38 out of 100. In comparison, the city earned a bike score of 47 out of 100. These numbers can be improved over time with the help of the Walkability and Connectivity Study.

Complete Streets policies, a robust sidewalk program, enhancements to development requirements, shared use agreements for school recreation facilities, and support for transit programs can all add incentives for making the healthy choice the easy choice.

Public health is intricately tied to Transportation planning presented in Chapter Fourteen.
Source: walkscore.com

Livability

Livable communities are welcoming for people of all ages. A livable community provides safe, walkable streets, age-friendly housing, access to services, and opportunities for residents of all ages to participate in community life. The AARP Livable Communities initiative supports the efforts of neighborhoods, towns, cities and rural areas to be great places for people of all ages.

Hastings earned a 55 out of 100 points on AARP's Overall Livability Score, placing it in the top half of communities in the United States. The AARP Livability Index draws on multiple, interconnected points to capture the complexity of what produces a high quality of life for a diverse population across many ages. Metric values and policy points are scored for each of the seven livability categories: housing, neighborhood, transportation, the environment, health, engagement, and opportunity. A location's total livability score is an average of those seven category scores. Hastings scored in between 45 and 62 for the categories.

AARP explains: "Metrics measure how livable communities are in the present. Data is collected and analyzed from local, state, federal, and private sources. Policies measure how communities might become more livable over time based on actions taken now. Policy data is derived from publicly available data and information and covers the entire United States.

Source: aarp.com/livablecommunities

Healthcare Facilities

Hastings offers residents healthcare with a nationally recognized hospital and a range of senior living options.

Mary Lanning Healthcare

Mary Lanning Healthcare first began serving the people of Hastings in 1915. Today, Mary Lanning serves patients throughout central Nebraska. It is licensed for 183 beds and employs a staff of nearly 1,000. Mary Lanning is the largest employer in Adams County. Mary Lanning is a nationally

recognized hospital system for its excellence in providing healthcare. Awards that recognize this excellence include the American Hospital Association Quest for Quality Award, Platinum Award from the National Safety Council, Greater Omaha Chapter, NRC Honors - National Research Path to Excellence, and Care Chex honors for medical quality.

Alongside the hospital complex, Mary Lanning operates healthcare clinics in Hastings, Grand Island, and Blue Hill. These clinics provide outpatient services for specialized care such as behavioral health and heart health.

In conjunction with the other educational services previously mentioned, Mary Lanning also offers educational opportunities for Clinical or Preceptorship experience and EMS training for EMTs.

The hospital continues to grow, expand, and change to meet the needs of the Hastings

community and surrounding region. As the community's only hospital, the organization's leadership changes its health care services, as community trends dictate, to provide quality service and care. As Hastings and the surrounding region's population ages, and as medical technology advances, the healthcare system and its partners will need to adapt to the community's needs.

In speaking with Mary Lanning Healthcare's leadership, the hospital is not planning for new buildings or building additions in the upcoming years. The facility plan for the foreseeable future is to renovate the existing buildings to the community's needs to ensure quality health care and service.

Mary Lanning Healthcare has a campus master plan that primarily covers their property, which is between N. Denver Avenue, W.9th Street, N. Kansas Avenue, and W. 7th Street. The hospital owns most of the land in this area. However, there remain



Photo 8.2: Mary Lanning Healthcare
Source: Marvin Planning Consultants

a few parcels not under the hospital's control. As these properties become available for sale, the Hospital will purchase them through normal real estate transactions.

Because the Hospital has a campus master plan, the principles and standards for that plan will be continued as the campus expands and redevelops in the future, as needed. Mary Lanning Healthcare should pay special attention to how the edge of the campus is treated to minimize impacts on the adjacent residential neighborhoods. Also, accommodations for pedestrians, bicyclists, and vehicles traveling in and around the hospital campus should be continually considered to improve safety and access for patients and guests, staff, and the surrounding community.

(Note: text modified from website.)
Source: marylanning.org

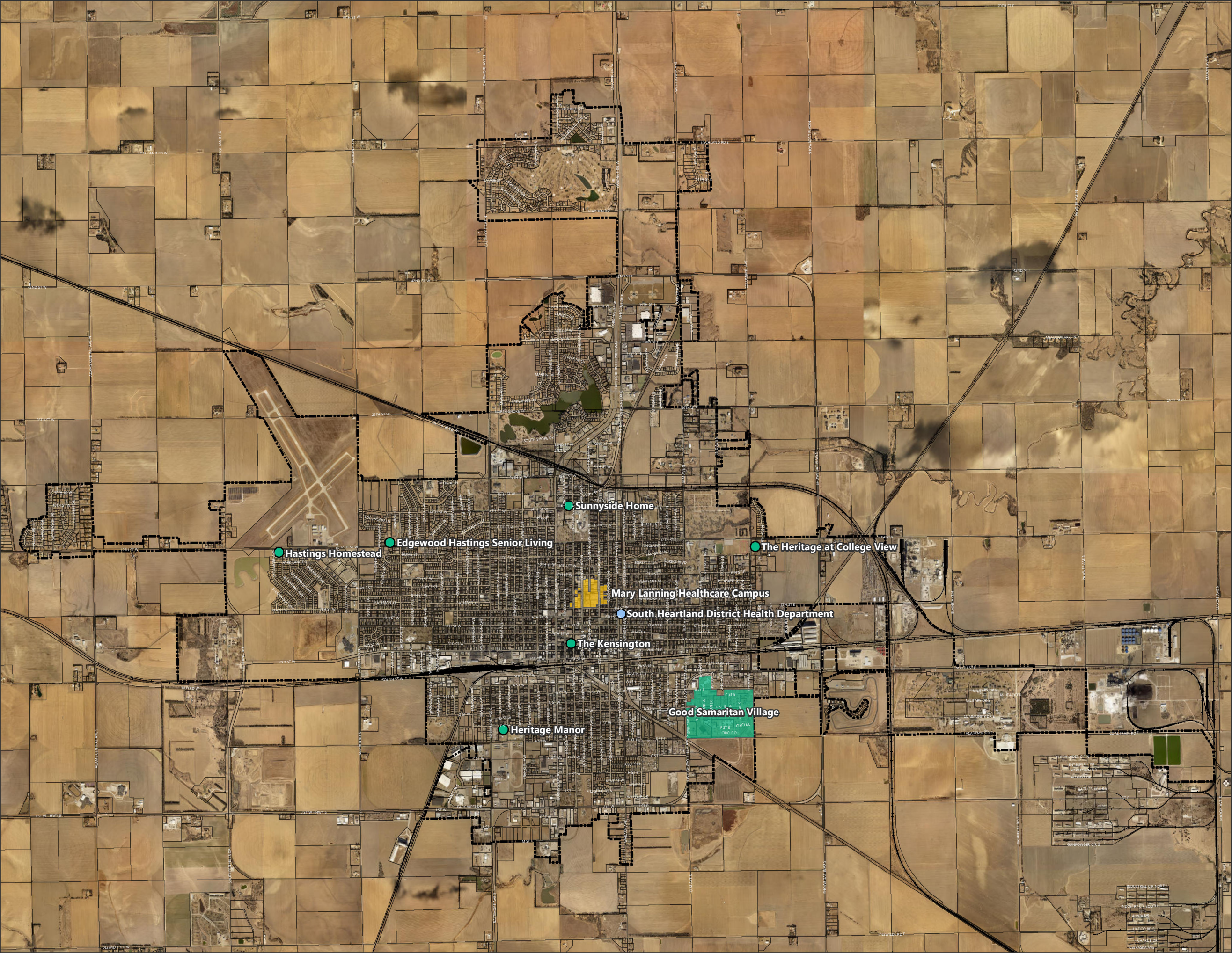
Senior Living

Hastings is home to seven senior living facilities, with each providing memory care, assisted living, or both. One senior living facility, the Kensington, occupies the Clarke Hotel building downtown. This facility is listed on the National Register of Historic Places. The largest senior living facility is Good Samaritan Society - Hastings Village. This facility, occupying the southeast corner of the city, offers multiple housing types for seniors.



Photo 8.3: The Kensington
Source: Marvin Planning Consultants

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 8.1: HEALTHCARE
FACILITIES



LEGEND

- Mary Lanning Healthcare
- South Heartland District Health Department
- Senior Living
- Senior Living
- Parcels
- City Limits

MPC
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PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.8.23

0 0.3 0.6 1.2 Miles



Chapter 9 Public Safety

Safety in Hastings

Public safety in Hastings encompasses fire protection, emergency medical services, emergency management, and law enforcement. These services are made up of municipal and county-wide providers.

Fire Protection

Hastings Fire & Rescue

Fire & Rescue

Hastings Fire & Rescue operates in an ISO-2 rated community. The department employs four administrative staff and 27 full-time firefighters who are supplemented by up to seven part-time firefighters. Crews respond from Station 1 (located at 1313 N Hastings Ave) and Station 2 (located at 1145 S Hastings Ave), offering fire protection for 13.67 square miles.

Emergency Medical Services

Hastings Fire & Rescue's Emergency Medical Services ("EMS") Division provides both basic life support ("BLS") and

advanced life support ("ALS") services to the city and Adams County. The EMS Division also provides ALS interceptor and transport services for the surrounding counties. The EMS division operates five ambulances, two of which are staffed 24-7. The remaining three are used as back-up.

(Note: text modified from website.)

Source: cityofhastings.org

Fire & Rescue Needs

The Department can currently cover about 90% of the city with two stations; their current standard is six minutes for response time. Drive times can be seen in Figure 9.1. Moving forward the Department desires to keep this standard.

Should the city grow outward, there would be concerns with coverage. The majority of their calls are in the city core, where there are not issues with coverage.

Staffing issues make coverage difficult for the department. Their

current staffing levels mean they struggle to meet national standards for safety and efficiency at times.

Transportation is another concern for the department. Crossing the railroads would be difficult should a train be derailed; there would be significant issues crossing the railroad aside from the one underpass on Burlington Ave. For major transportation routes, the city has great east to west routes, but not as much north to south. Unpaved roads are a challenge, with weather slowing response time on gravel roads.

For all of these reasons, a new station will likely be necessary on the north or the west side of the city, depending on where more growth occurs. Possible locations would include the area of 42nd St and Baltimore Ave, 12th St and Highland Dr, and Showboat Blvd and Highway 6, as identified by the Fire & Rescue Department.

Hastings Rural Fire District

Hastings Rural Fire District ("HRFD"), formed in 1955, covers the remainder of the city's extra-territorial jurisdiction which is not covered by the Hastings Fire & Rescue Department. HRFD is a volunteer service and has a contract with the City of Hastings to house, maintain, and staff HRFD equipment. HRFD is housed at 2985 S. Baltimore Ave, south of the city.

Emergency Management

Emergencies in Hastings are managed by the Adams County Emergency Management Agency. The agency plans for emergency response, trains communities on emergency response, coordinates response with communities, and administer grants as needed. The communities of Ayr, Holstein, Juniata, Kenesaw, Prosser, and Roseland are all under the umbrella of this agency along with the city of Hastings.

(Note: text modified from website.)

Source: bereadynebraska.com/adamscountyma

Law Enforcement

Hastings Police Department

The Hastings Police Department, located at 317 S Burlington Ave, provides law enforcement service for the City of Hastings. The Police Department also manages community service operations within the Operation Division. Community Service Officers are responsible for keeping the city free from all nuisances and neighborhood eyesores. Since 2013, officers have provided code enforcement and animal control throughout the city.

(Note: text modified from website.)

Source: cityofhastings.org

Adams County Sheriff Department

The Adams County Sheriff Department, located at 500 West 4th St, is in charge of general law enforcement areas in the county except those under municipal police departments. The Sheriff's Office manages and governs all jail operations at the Adams County Jail, a medium-security facility.

(Note: text modified from website.)

Source: nesheriffsassoc.org/nebraska/county-jail/adams-county-sheriff/

Law Enforcement Needs

Staff shortages have affected the Police Department and city greatly, delaying emergency response times. As the city grows, the Police Department would like to see more emphasis on roadway safety. Code enforcement on existing facilities will be important now and for future facilities as well, especially as the city grows.

Legend



Fire Stations



City Limits



Two Mile ETJ

Drive Time from Current
Stations



0-6 Drive Time - 66%

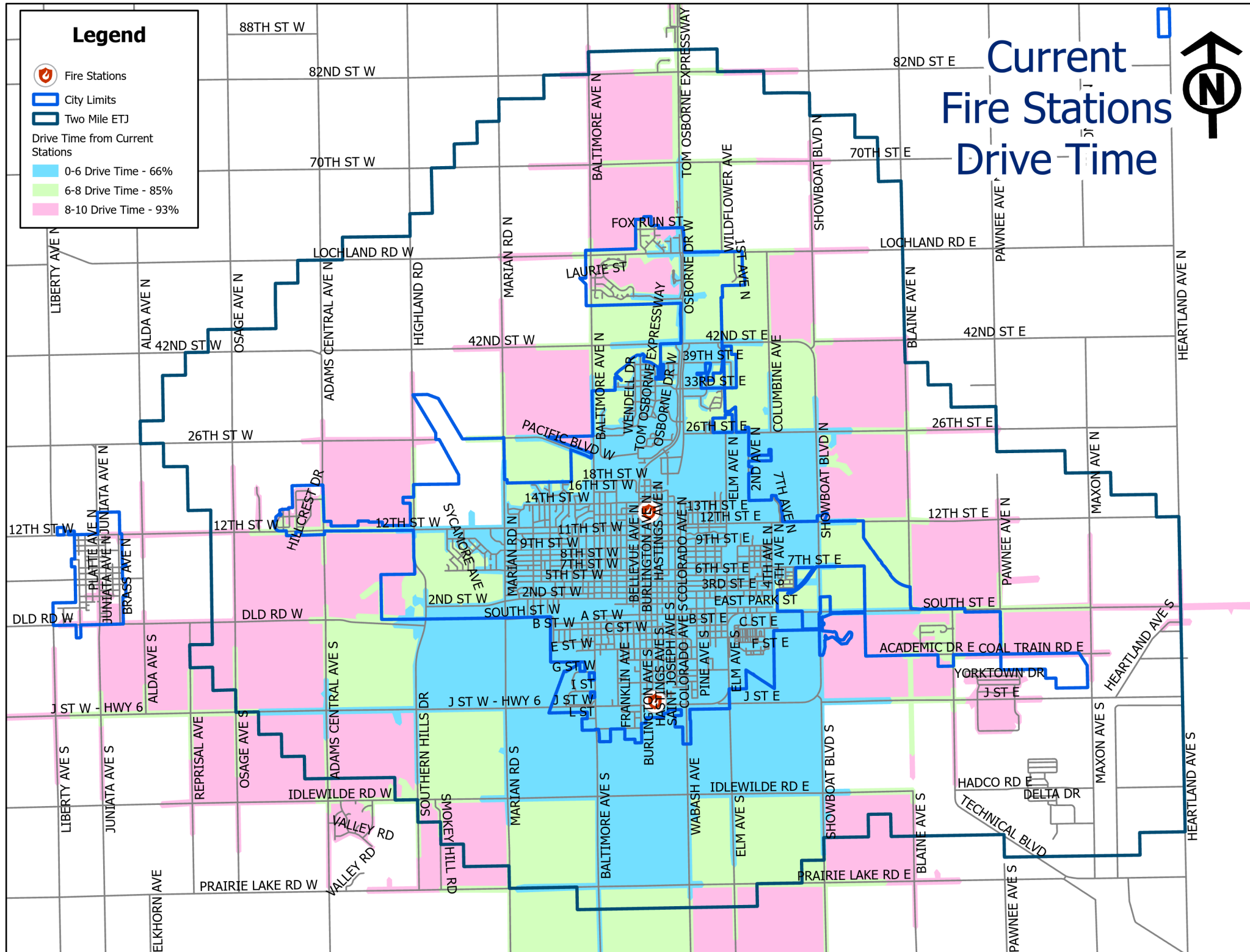


6-8 Drive Time - 85%



8-10 Drive Time - 93%

Current Fire Stations Drive Time



Goals and Actions

Goal 9.1: Adequate Law Enforcement services are provided to the community.

Actions

9.1.1: Continue to support and maintain a quality City Police Department.

9.1.2: Continue to regulate and mitigate nuisance and code enforcement cases.

9.1.3: Consider working with the Hastings Police Department to develop Crime Prevention Through Environmental Design ("CPTED") strategies to lower crime throughout the community.

9.1.4: Identify specific ways to work with local law enforcement agencies to increase roadway safety.

Goal 9.2: Adequate Fire Protection services and Emergency Medical Services ("EMS") are provided to the community.

Actions

9.2.1: Continue to support and maintain a quality Fire & Rescue Department.

9.2.2: Continue to work closely with the Fire Departments Risk Reduction Division to ensure new and renovated buildings are safe and meet the City's building and fire codes.

9.2.3: Support the construction of new fire stations as the city grows, with the locations being dependent on where growth occurs.

9.2.4: Identify specific ways the City can mitigate transportation concerns from the Fire & Rescue Department, particularly on east to west routes and over the railroads.

Goal 9.3: Adequate Emergency Management services are provided to the community.

Actions

9.3.1: Continue to participate in emergency management programs and exercises.

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Chapter 10 Utilities and Energy

Utilities

Utilities in Hastings include electric, water, gas, sewer, trash, and recycling. These services provide city residents with basic needs, all of which will have to adjust as the city grows.

Hastings Utilities

The City's Utilities Department is located at 1228 N Denver Ave.

Electric

Hastings Utilities currently has the capability of producing approximately 170 megawatts of electricity. Hastings Utilities serves a 56-square mile area including the city of Hastings and the village of Juniata. Electricity is generated at three different sites. The largest producing power plant is the coal-fired Gerald T. Whelan Energy Center. The 77 megawatt power plant uses low sulfur coal from Wyoming coal mines.

The two other generation sites include the North Denver Station

and the Don Henry Power Center. The Don Henry Power Center operates primarily on natural gas, but can also be operated on fuel oil. This center can be brought online in a moments notice. The North Denver Station has two natural gas fired generators. All generation is sold to the Southwest Power Pool market and then City load is purchased back. Generation above that required for City load is wholesale power. Wholesale power revenues help to hold the line on local electric rates. The Utilities Department's services also include tree trimming to ensure electrical system's integrity.

Lastly, the department offers thermal imaging services to determine hot spots in or on buildings, windows, doors, circuit breaker panels, conveyor belts, pulleys, electrical motors, and gear boxes.

(Note: modified slightly from website.)
Source: cityofhastings.org

Community Solar Farm

Community solar is when solar electricity is owned and shared by multiple customers while being produced in one location. A community solar farm's primary purpose is to give customers the option to participate in renewables who cannot or do not want to install the solar panels on their own property.

Anyone who gets their electricity from Hastings Utilities can participate. Those who wish to participate can do so through ownership and subscription. Ownership gives customers the ability to purchase and own the panel. The panel will stay in the solar field and will be maintained by Hastings. Subscription allows customers to purchase solar shares each month to offset some of the energy they use each month. The Hastings Community Solar Farm is located west of the municipal airport.

(Note: modified slightly from website.)
Source: cityofhastings.org

Water

Hastings Utilities supplies potable water to residential, commercial, and industrial customers within and near the community. The city also provides water to private water systems, including Sanitary Improvement District ("SID") 1 of neighboring Clay County and the Village of Trumbull (in both Adams and Clay counties). Water is pumped directly from the Ogallala Aquifer using 23 operational wells. There are a total of 35 wells, but 12 are inoperable due to either age or contaminants. Water is supplied through a water distribution system that has a total length of 327 miles. The average system demand is seven million gallons per day.

The city also operates seven additional wells for emergency use purposes and three wells devoted to Aquifer Storage and Restoration ("ASR") operations. The ASR Project went online in 2018. The system was designed to reduce the nitrate concentration in the aquifer beneath Hastings. Doing so keeps system wells viable.

A water main and lead service replacement program was started in 2021 for the purpose of replacing aging pipe, boosting residential fire flow, and eventually eliminating lead water service lines in Hastings. Currently, high population centers such as churches and schools are provided with sufficient fire flow. However in residential areas, where there are still 4" water mains, it is difficult to achieve the desired 1,500 gallons per minute for sufficient fire flow. If fire flow is less than 750 gallons per minute, then replacement becomes a priority.



Photo 10.1: Well in operation
Source: Marvin Planning Consultants

As of 2024, the City plans to upgrade all 4" lines (25.5 miles as of 2024). The City is able to replace 1.5 miles per year, meaning in 2041 all 4" lines will be replaced. See Figure 10.2 to view the locations of these lines.

(Note: modified slightly from website.)
Source: cityofhastings.org; City of Hastings staff

Gas

Hastings Utilities operates a Local Distribution Company ("LDC") consisting of over 180 miles of primary main, ranging in size from 2" through 12" serving over 11,000 customers. Natural gas supplies enter the local distribution company at two municipal limit border stations. Natural gas is transported to the community via connections from two interstate natural gas pipelines. Two propane/air mixing plants can be operated in order to shave the consumption peaks during winter's coldest days.

(Note: modified slightly from website.)
Sources: cityofhastings.org

Sewer

The city's Pollution Control Facility, located at 2120 E 26th St, discharges treated water into the south branch of the west fork of the Big Blue River. The current process involves primary sludge digestion and land application followed by wastewater activated sludge treatment.

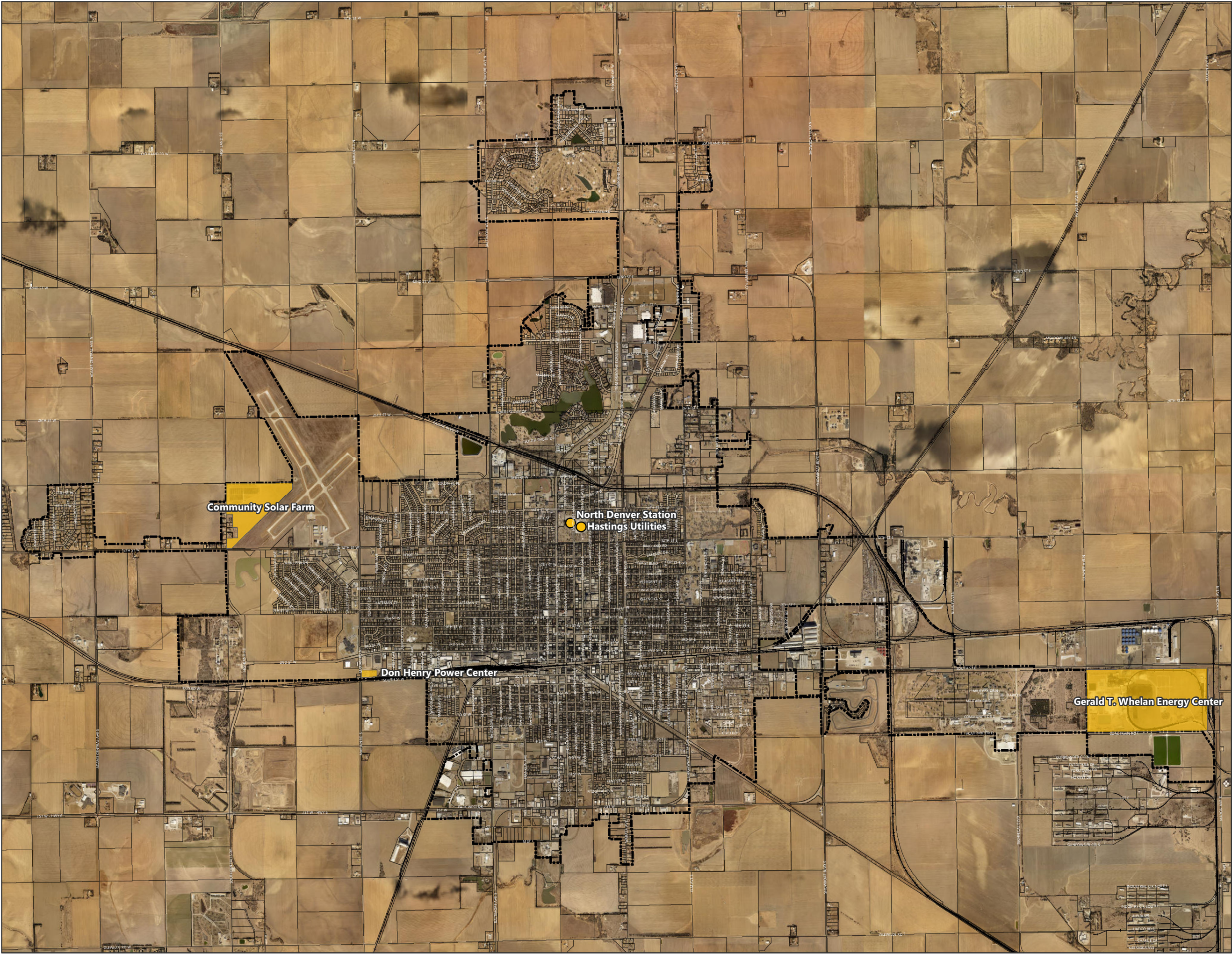
The Pollution Control Facility treats about 3.6 million gallons of wastewater per day. The water is conveyed from the city to the treatment facility utilizing eight sanitary sewer lift stations and 166 miles of sewer main.

(Note: modified slightly from website.)
Source: cityofhastings.org

Sanitation and Recycling

The City of Hastings Solid Waste Landfill/Wood Waste Facility is located at 725 S Southern Hills Dr. This facility provides a safe and integrated solid waste management system for Hastings and Adams County. Clay,

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 10.1: UTILITIES



LEGEND

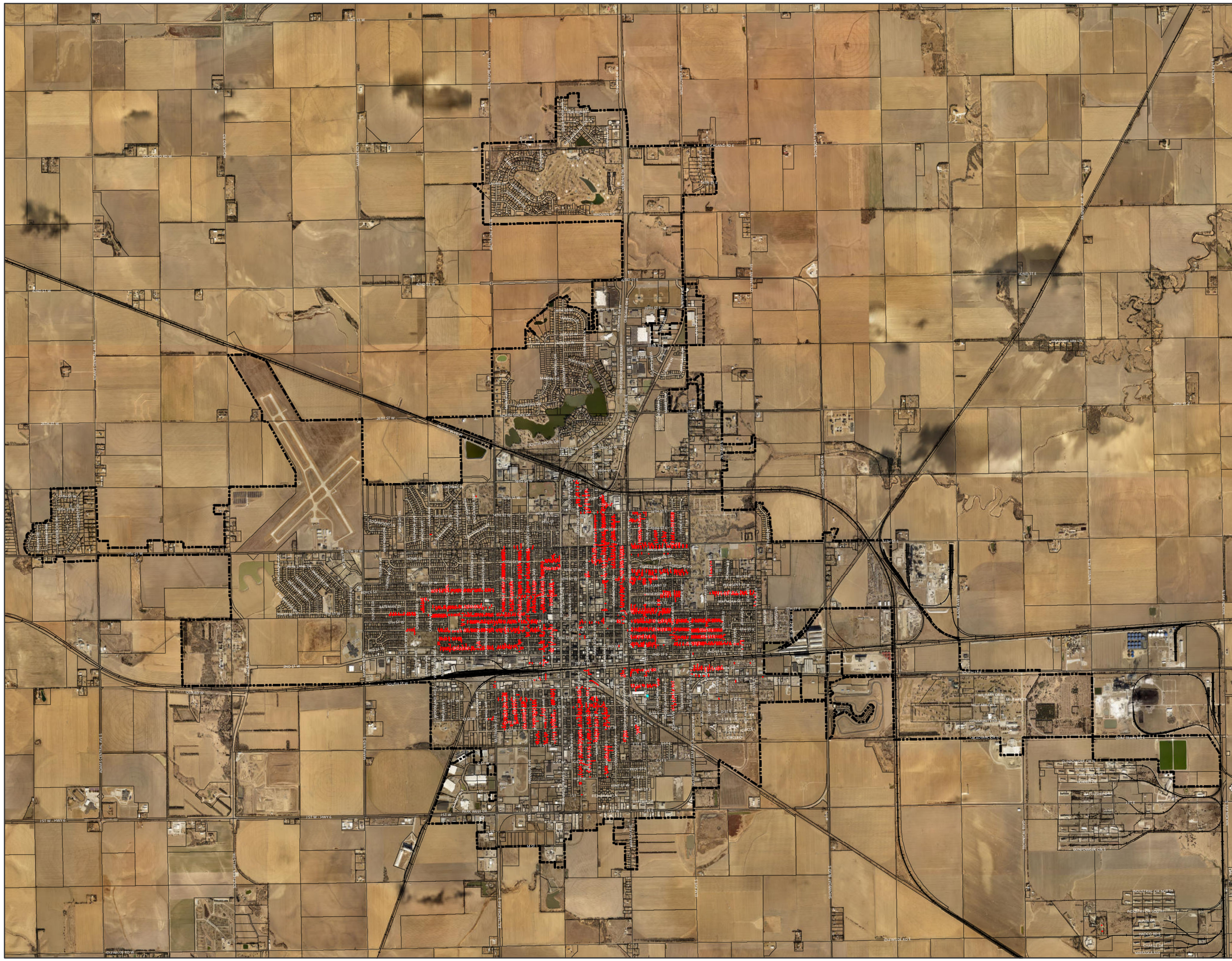
- Utilities
- Utilities
- Parcels
- ▭ City Limits


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PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.8.23

0 0.3 0.6 1.2 Miles

FIGURE 10.2: WATER LINES
4" LOCATION



LEGEND

Water Line

4"

Parcels

City Limits



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 3.15.24

0 0.3 0.6 1.2 Miles

Nuckolls, Webster, Franklin, and Kearney Counties, as well as their communities, utilize this facility as well. Pick up is managed by private trash haulers.

(Note: modified slightly from website.)

Source: cityofhastings.org/

Energy Element

This section is intended to meet the requirements for an energy element in Neb. Rev. Stat. §19-903(4) that each city comprehensive plan "Assesses energy infrastructure and energy use by sector, including residential, commercial, and industrial sectors; evaluates utilization of renewable energy sources; and promotes energy conservation measures that benefit the community."

Energy Use by Sector

Hastings provides residents with electricity and natural gas. In regard to electricity, the current rated capacity of the city is 169 MW. The average peak demand for the city, from 2021-2023 was 91.4 MW.

Source: City of Hastings

Residential Energy Use

Energy is consumed in the residential sector primarily for space heating, water heating, air conditioning, refrigeration, cooking, clothes drying, and lighting. Fuel used for motor vehicles by household members is included in the transportation sector.

In the previous three years, the annual average electricity consumption in the residential sector was 112,803,796 kwh. The annual average natural gas consumption, in the previous three years, was 645,861 MCF.

Source: City of Hastings

Commercial Energy Use

Commercial uses include buildings such as retail stores, nonmanufacturing businesses, motels, health and education institutions for energy use reporting. Government uses are included in this sector for these reports. Common uses of energy in the commercial sector include space heating, water heating, refrigeration, air conditioning, and cooking.

In the previous three years, the annual average electricity consumption in the commercial sector was 108,333,804 kwh. The annual average natural gas consumption, in the previous three years, was 398,066 MCF.

Source: City of Hastings

Industrial Energy Use

Energy use in the industrial sector covers fuels for manufacturing, data centers, construction, mining, agriculture, and forestry. Energy to transport products is included in the transportation sector.

In the previous three years, the annual average electricity consumption in the industrial sector was 206,712,976 kwh. The annual average natural gas consumption, in the previous three years, was 306,164 MCF.

Source: City of Hastings

Renewable Energy

Renewable energy is energy from sources which are naturally replenished. Nebraska, like all of the United States, is moving towards renewable and away from legacy fuel sources. While almost 75% of the state's electricity was generated by coal in 2011, only 50% came from coal in 2021.

Biomass

Biomass is renewable organic material coming from plants and animals. This includes biofuels, such as ethanol and biodiesel, along with wood waste, landfill gas, and similar fuels. In 2021, there were six units in Nebraska producing electricity from biomass, and 11 from landfill gas.

Source: [eia.gov/energyexplained/biomass](https://www.eia.gov/energyexplained/biomass)

Geothermal

Geothermal energy is heat within the earth. Geothermal energy is a renewable energy source because heat is continuously produced inside the earth. People use geothermal heat for bathing, for heating buildings, and for generating electricity. Geothermal electricity generation requires water or steam at high temperatures (300° to 700°F).

According to the U.S. Environmental Protection Agency ("EPA"), geothermal heat pumps are the most energy-efficient, environmentally clean, and cost-effective systems for heating and cooling buildings.

Source: [eia.gov/energyexplained/geothermal](https://www.eia.gov/energyexplained/geothermal)

Solar

A photovoltaic ("PV") cell, commonly called a solar cell, is a nonmechanical device which converts sunlight directly into electricity. Some PV cells can convert artificial light into electricity.

The efficiency at which PV cells convert sunlight to electricity varies by the type of semiconductor material and PV cell technology. The efficiency of commercially available PV modules averaged less than 10%

in the mid-1980s, increased to around 15% by 2015, and is now approaching 20% for state-of-the-art modules. Experimental PV cells and PV cells for niche markets, such as space satellites, have achieved nearly 50% efficiency. Rooftop solar has increasingly become an option for many homeowners and small businesses. The direction and pitch of the roof affect the amount of energy produced, as do nearby trees or other structures. In the previous three years, the annual average energy solar production in Hastings was 3,615,672 kwh.

Sources: eia.gov/energyexplained/solar; City of Hastings

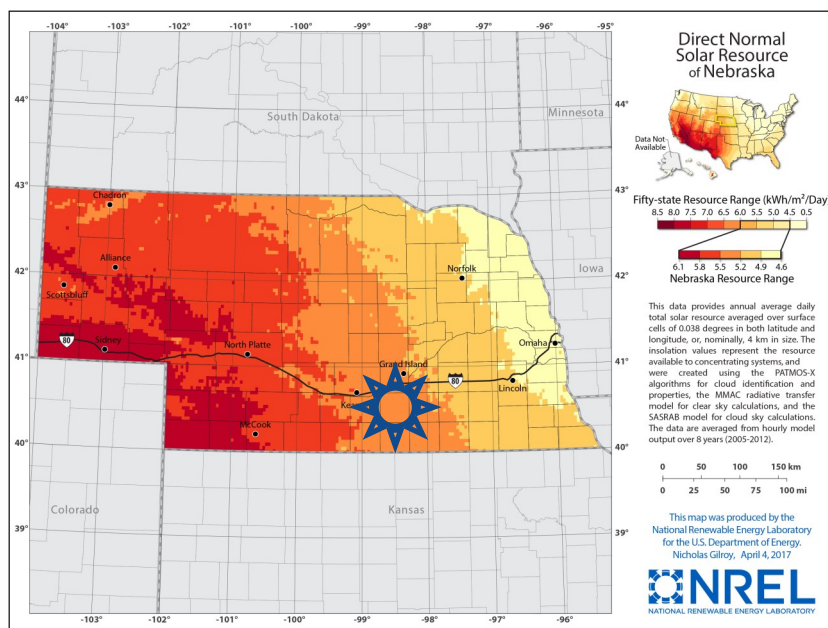
Wind

An increasing share of Nebraska's energy comes from renewable wind energy. In 2021, there were 1,333 utility-scale wind turbines producing electricity in Nebraska. The state's wind generation grew from 3% of electricity generated in 2011 to 25% in 2021.

According to the US Department of Energy's Office of Energy Efficiency & Renewable Energy, "Areas with annual average wind speeds around 76,320 ft per hour and greater at 262.5 ft height are generally considered to have a resource suitable for wind development. Utility-scale, land-based wind turbines are typically installed between 262.5 ft - and 328.1 ft high although tower heights for new installations are increasing - up to 459.3 ft - to gain access to better wind resources higher aloft."

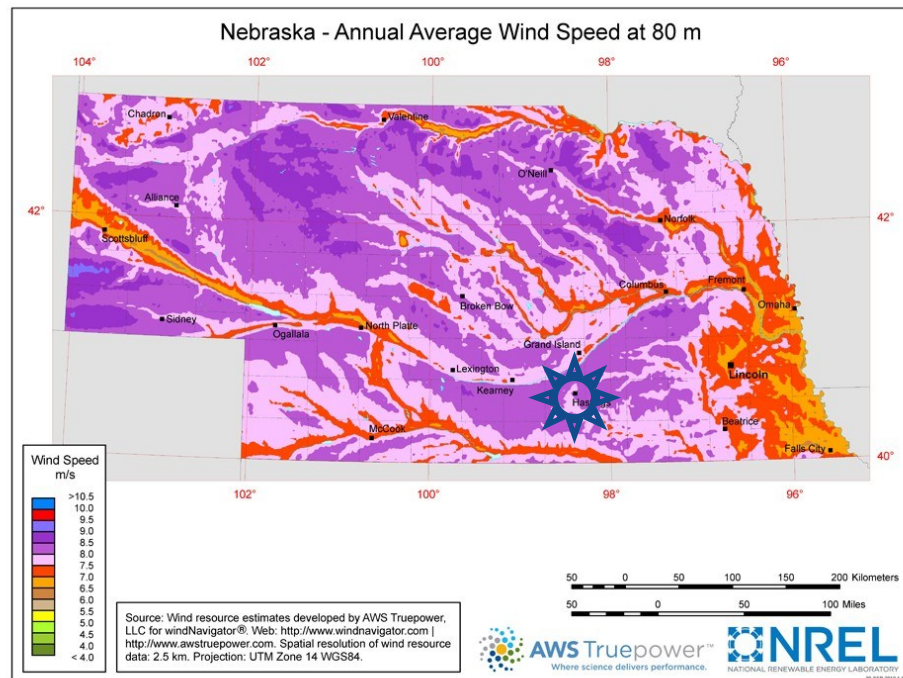
Individual sites may be powered by Small Wind Energy Systems, a type of wind energy conversion system with a rated capacity of

Figure 10.3: Direct Normal Solar Resource of Nebraska



Source: National Renewable Energy Laboratory, 2010

Figure 10.4: Average Annual Wind Speed at 80m



Source: National Renewable Energy Laboratory, 2010

100 kilowatts or less.

Technological advancements are driving the growth of the small wind power market by

making turbines more efficient and cost-effective. Small wind turbines can operate efficiently on wind speeds of just 13.2 feet per hour.

The location of large commercial utility-scale wind farms are chosen for a variety of factors, including wind speed, and the ability to tie into interstate transmission lines gaining access to the electric grid.

In the previous three years, the annual average wind energy production in Hastings was 7,330,359 kwh.

Source: eia.gov/energyexplained/wind; City of Hastings

Battery Backup Systems

Experimental energy storage technologies, particularly battery energy storage systems, are growing rapidly and already play a role in enhancing the electrical grid by supporting deployment and integration of renewable energy sources — increasing reliability, controlling costs, and building a more resilient grid.

Source: cleanpower.org

Net Metering

Since 2009, private electricity generating facilities with capacity at or below 25 kilowatts may operate under Nebraska's net-metering statutes. Any excess generation produced by the system will be credited at the utility's avoided cost rate and carried forward to the next billing period. Any excess remaining at the end of an annualized billing period is to be paid out to the customer.

Solar/Wind Access

Municipalities are permitted to develop regulations or development plans protecting access to solar and wind energy resources if they choose to do so. Local governing bodies may also grant zoning exemptions to solar and wind energy systems which would be restricted under existing regulations, so long as

the exemption is not substantially detrimental to the public good.

Conservation Measures

There are different ways to improve energy efficiency and usage. These strategies range from simple (often less costly) to complex (often more costly). Unfortunately, not all of the solutions will have an immediate return on investment. Individual property owners and tenants will need to find strategies fitting their budgets to harvest long-term savings.

Some common ways to make a structure more energy efficient include:

- Converting incandescent light bulbs to Compact Florescent Lights (CFL) or Light Emitting Diodes (LED);
- Installing additional insulation;
- Replacing windows;
- Changing out older, less-efficient air conditioners and furnaces to newer high-efficiency units;
- Changing out older appliances with new EnergyStar rated appliances;
- Adding solar panels;
- Weatherization assistance programs;
- Adding individual-scale wind energy conversion systems (WECS), and;
- Installing a geothermal heating and cooling system

Resources

Brownfields Assistance

A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Reinvesting in

these properties increases local tax bases, facilitates job growth, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment.

ESAs

Sec. 128(a) Assessment are Environmental Site Assessments ("ESAs") providing preliminary environmental information to determine if there is contamination on a property. The Nebraska Department of Environment and Energy offers these assessments at no cost.

These assessments are performed in accordance with the "all appropriate inquiry" requirements but may include additional activities such as nearby drinking water well sampling and testing building materials for asbestos, lead-based paint and/or mold. The first part of the assessment examines the background, setting and past uses of a property. It includes a records review, site reconnaissance, interviews, and, as a final product, a report documenting the environmental conditions at the property.

The second part of the assessment examines and evaluates the conditions identified in the initial assessment. Soil and groundwater sampling and analyses are conducted to determine whether any contamination associated with any environmental conditions has occurred on the site. The results of the sampling and analyses are evaluated in the Assessment Report.

Source: dee.ne.gov

Goals and Actions

Goal 10.1: Power utility Infrastructure is sufficient to meet the current and future needs of residents and employers.

Actions

10.1.1: Continue to plan for long-term access to public power generation capacity.

10.1.2: Continue to plan for and ensure that electrical facilities are properly located to meet Hastings's residential, commercial, and industrial growth.

10.1.4: Continue to provide for individual property owners to utilize small-scale, distributed renewable energy generation.

10.1.5: Periodically review zoning regulations for conformance with technological advances in renewable energy generation.

Goal 10.2: Water and sewer utility infrastructure is sufficient to meet the current and future needs of residents and employers.

Actions

10.2.1: Incorporate and phase water and sewer system improvements recommended by the City's engineering studies into the Capital Improvements Plan to meet the demands of Hastings's growth.

10.2.2: When economically feasible, proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 10.3: Solid waste capacity is sufficient to meet the needs of the community.

Actions

10.3.1: Continue to plan for the future of the regional landfill to meet the needs of Hastings and the regions growth.

10.3.2: Continue providing recycling to the community.

10.3.3: Actively educate the public about recycling services and benefits.



Chapter 11

Hazards

Hazard Mitigation

Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. It begins with local governments identifying natural and manmade disaster risks and vulnerabilities common in their area. After identifying these risks, they develop long-term strategies for protecting people and property from similar events. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction.

The impacts of hazard and potential damage can be avoided, or at least lessened, with thoughtful land use and development practices. Hazard mitigation informs the entire emergency management cycle.

This chapter summarizes findings of the *Lower Big Blue NRD and Little Blue NRD Hazard Mitigation Plan* (2021), and presents information on floodplain management. The Federal

Emergency Management Agency ("FEMA") requires hazard mitigation plans be updated every five years to reflect changing conditions. This Comprehensive Plan should itself be updated to reflect any changes in the hazard mitigation plan.

Hazard Mitigation Plan

The Lower Big Blue NRD and Little Blue NRD Hazard Mitigation Plan was updated in 2021 by JEO Consulting Group, and approved by FEMA in compliance with requirements of the Disaster Mitigation Act of 2000. Developing a hazard mitigation plan is not only good public policy for a resilient community, but participation in and adoption of a hazard mitigation plan is also required to become eligible for certain federal funding sources.

The 2021 plan update process was sponsored by the Little Blue and Lower Big Blue NRDs and was lead by local planning representatives from NRDs and

Emergency Management offices in Adams, Clay, Fillmore, Gage, Jefferson, Nuckolls, Saline, Thayer, and Webster Counties. The City of Hastings was represented by the City Engineer, Environmental Director, Director of Development Services, and Adams County Emergency Management.

Hazard Mitigation Goals and Objectives

The hazard mitigation plan includes goals, objectives, and action items, including:

- Goal 1: Protect the Health and Safety of the Public
- Goal 2: Reduce Future Losses from Hazard Events
- Goal 3: Increase Public Awareness and Education on the Vulnerability to Hazards
- Goal 4: Improve Emergency Management Capabilities
- Goal 5: Pursue Multi-Objective Opportunities (whenever possible)

Critical Facilities

The hazard mitigation plan identifies a broad range of Critical Facilities for each participating jurisdiction. For the City of Hastings, these include public and private schools, park facilities, and city facilities.

Hazard Risk Assessment

The hazard mitigation plan includes a description of the hazards considered, including a risk and vulnerability assessment. This information is taken directly from the mitigation plan.

From 1996 to 2020, Adams County experienced the following hazard events, as documented by the NCEI Storm Events Database:

- Agricultural Disease: 28 incidents
- Dam Failure: 1 event
- Drought: 493 of 1,504 months
- Earthquakes 0 events
- Extreme Heat: Average 6 days per year
- Flooding: 11 flash floods and 10 general flood events
- Grass/Wildfire: 121 incidents
- Hazard Materials: 62 incidents
- Levee Failure: 0 events
- Public Health Emergency: 2,898 cases, 43 deaths
- Severe Thunderstorms: 140 events
- Severe Winter Storms: 99 events
- Terrorism: 0 incidents
- Tornadoes and High Winds: 54 events

Countywide, 852 hazard events were logged with \$129,766,259 million in property damage and \$59,047,780 million in crop damage reported.

Improvements in the floodplain

In 2019, there were 117 improved structures located in Hastings' mapped floodplain - approximately 1% of all improvements in the city - with a value of about \$59.3 million. (JEO Consulting Group analysis).

Top Hazards of Concern

Each participating entity ranked hazards with the potential to affect their own jurisdiction. For the City of Hastings, the top hazard of concern included dam failure, flooding, severe thunderstorms, severe winter storms, and tornadoes and high winds.

Dam Failure

Hastings is protected by the Hastings Northwest Dam, a high-hazard dam located 1.9 miles northwest of Hastings. This 28 foot high dam is owned by the Upper Big Blue NRD. As noted in the mitigation plan, while the dam is classified as a "high hazard", hazard level correlates to areas at risk if a failure were to occur rather than the likelihood of failure. If this dam were to fail, a large portion of the city would be inundated. The City of Hastings, Adams County, UBBNRD, and the NeDNR Dam Safety Division have been working together to address dam safety and maintenance schedules.

Hastings Dam is a significant hazard dam, located on Lake Hastings in the northern part of the city. This 15 foot high dam is owned by the City of Hastings. NeDNR inspectors have noted

the primary spillway is insufficient for a 100-year (1%) flood event.

Flooding

Hastings has been impacted by flooding impacts, both from natural floodways and from poor stormwater drainage. The outskirts and edges of Hastings have identified flood hazard risk areas.

Flood events in 2007, 2008, 2009, 2015, and 2019 were documented in the hazard mitigation plan as causing \$645,000 in reported damages. During the 2007 flood event many streets in Hastings had one to two feet of standing water and the Burlington Street underpass was closed due to high water. While the March 2019 flood event did not significantly impact the city, heavy rainfall across the area resulted in the flooding of the West Fork of the Big Blue River in eastern Adams County. Portions of Showboat Road near the river, which runs along the east edge of Hastings, was covered in several inches of water.

The hazard mitigation plan specifically calls out flooding and ponding in certain areas of the city:

- Properties along the railroad tracks
- Trailer park homes (southeast side of town)
- Pawnee Creek
- Municipal well #35
- Hastings Municipal Airport
- Heartwell Lake Dam area/ East Side Blvd.

Severe Thunderstorms

Hastings frequently experiences damaging severe thunderstorms which can include impacts from heavy rain, lightning, strong

Table 11.1: Mitigation Actions

Mitigation Action
Enroll in a tree maintenance program
Install Outdoor Warning Sirens; update and improve current sirens
Provide a generator for City Hall
Protect power lines from severe weather events
Repair or conduct replacement of Hastings Dam
Provide a generator for Highland Park (North) Fire Station
Develop and conduct a city-wide comprehensive flood mitigation plan to evaluate problem areas and identify strategies to reduce flooding in Hastings
Improve stormwater drainage in existing developments around Heartwell Lake Dam as part of new maintenance strategy
Develop and implement a stream buffer ordinance for construction activities and developments near streams in town. This ordinance would be developed in conjunction with a Comprehensive Watershed Study and Storm Sewer Master Plan.
Purchase an adequate rescue boat that would provide life-saving rescues to victims of flooding, entrapment, ice breaks, or swift water. Purchase an airboat or similar quick deployment vessel that is capable of LOW and High-water level rescues similar to an airboat.
Update local floodplain ordinance to include language that floodplains remain as open space and prohibit fill in floodplain areas.
Green Infrastructure in the form of filter strips, native plantings, with potential underdrains is needed in many areas of town to provide drainage and not overload the grey infrastructure system. Vegetated Buffer strips are needed around water bodies for water quality.
Widen 12th Street to improve emergency evacuation routes/emergency access.
Plan for and install an additional above-grade BNSF railroad crossing to improve emergency access. Potential locations include at Marion Road or Showboat.
Upgrade, repair and improve stormwater infrastructure including culverts, pipes, and networks throughout the city. Pawnee Creek Railroad – upgrade and upsize culverts to reduce flood impacts on residents, the airport, solar farm, and municipal water wells. With new floodplain mapping efforts, municipal well #35 has no freeboard and additional flood protection is needed.
Enforcement of floodplain management requirements, including regulating new construction in Special Flood Hazard Areas (SFHAs).
Install a high profile and traffic camera

Note: Green highlighted rows are completed actions, yellow are in progress, and red have been removed.

Source: Little Big Blue NRD and Little Blue NRD Hazard Mitigation Plan (2021)

winds, and hail. City officials are concerned about disruption of utilities and public services, property damage and safety risks to residents from severe thunderstorms.

Critical facilities, such as City Hall, the public library, and the museum, do not have portable generators or hail resistant roofing. About 20 percent of the power lines in the city are buried. Interior flooding does occur during heavy rainfall events which can overwhelm the aging stormwater drainage system. Areas with poor drainage include the Burlington Underpass, 12th Street, and the 33rd and Kansas area.

Severe Winter Storms

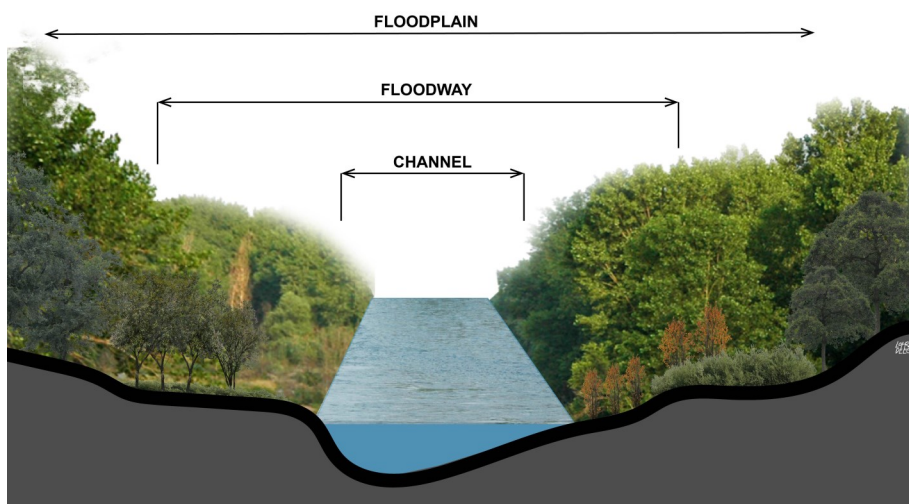
Adams County frequently experiences severe winter weather, with heavy snowfall, high winds, and sometimes crippling ice accumulations. Extremely cold temperatures can accompany these systems, such as when a winter storm on February 1, 2011 was followed by wind chills approaching 35 degrees below zero in Hastings. The city's main concerns from severe winter storms are snow removal, property damage, and public safety.

Tornadoes and High Winds

Hastings is prone to damaging winds and tornado events. An F-1 tornado on June 7, 1994 just north of Hastings caused several million dollars' worth of crop damage. An EF-0 tornado on August 22, 2007, with winds of 75 mph caused \$25,000 in damage in town.

The City's main concerns from tornadoes and high winds are disruption of utilities, property

Figure 11.1: Flood Plain Cross Section



Source: National Wetlands Inventory

damages, blocked transportation routes, loss of life and crop damage. High winds have been reported in excess of 70 mph and have caused substantial damages to homes. The city does not have a community safe room, so residents must rely on their own or a neighbor's basement or storm shelter for safety.

Mitigation Strategy

The primary focus of the mitigation strategy is to identify action items to reduce the effects of hazards on existing infrastructure and property based on the established goals and objectives. These actions should consider the most cost effective and technically feasible manner to address risk.

Actions to implement the Hazard Mitigation Strategy for the City of Hastings are presented in Table 11.1. The County and each participating municipality has its own mitigation strategy spelled out in the Adams County Appendix to the hazard mitigation plan.

Floodplains and Floodways

Flooding occurs as a general and temporary condition of inundation of normally dry land from flowing water, such as streams and rivers overflowing their banks, along with runoff from adjacent or surrounding slopes.

The floodplain contains generally three areas of concern—the floodway, Regulatory Floodplain, and Flood Fringe.

Floodway, the channel of a watercourse and those portions of the adjoining floodplains which are required to carry and discharge a flood of 1-percent chance with no significant increase in the base flood elevation.

Regulatory Floodplain, the low land near a watercourse which has been or may be covered by water from a flood event having a 1-percent chance in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year

flood. The regulatory floodplain is identified on Flood Insurance Rate Maps (FIRMs) as the Special Flood Hazard Area (SFHA).

Flood Fringe, the portion of a floodplain which can be inundated by floodwaters but is not within the regulated floodway. The flood fringe serves as temporary storage for slow-moving or standing floodwaters. The floodplain includes both the floodway and the flood fringe.

The floodplain area of greatest significance to land use is the 1% or 100-year floodplain, as the floodway is generally off limits to development. The floodplain is defined by the ground elevation in relation to water elevation experienced during a base flood event. The 1-percent or 100-year floodplain is calculated as the elevation level of flood water expected to be equaled or exceeded every 100 years on average. In other words, the 100 year flood has a 1% chance of being equaled or exceeded in any single year. The 0.2% chance or 500-year floodplain is also commonly mapped as a caution, yet is not typically regulatory.

Preserving the floodway and flood fringe are critical to limiting the level of property damage which can occur as well as the risk to life of the occupants of the area. These lands when not flooded may seem to be harmless, but it is those rare times threatening life and property which need to be anticipated.

Floodplain Administration

The City of Hastings participates in the National Flood Insurance

Program ("NFIP"). The Highway Superintendent is the City's designated Floodplain Administrator. The Administrator would work with the Development Services Department, NRD, Nebraska Department of Natural Resources ("NeDNR"), and FEMA to keep Hastings' floodplain development regulations up to date with changing state and federal requirements.

FEMA's Community Status Book report the initial Flood Hazard Boundary Map for Hastings was identified on 5/10/1974. The Initial Flood Insurance Rate Map (FIRM) became effective 8/01/1980. The currently in effect map was dated 9/26/2008, subject to map amendments and revisions. The FEMA Flood Map Service Center reports seven amendments and one revalidations to the FIRM effective July 5, 2018.

As of February 29, 2024, in the municipal limits of Hastings there were 20 NFIP policies in force, with total coverage of \$5.4 million. This is down from the 24 policies in force in November 2020, reported in the hazard mitigation plan. According to NeDNR as of February 2020 there was one undefined repetitive loss property in the city.

Higher Standards for Floodplain Management

NeDNR's Floodplain Management Section is responsible for coordinating programs addressing the wise use of land which is subject to flooding. The Section provides floodplain management resources, NFIP resources, post-disaster information, and other references. Staff provide regular training opportunities, online and

in-person.

Every local floodplain management program is supported by a floodplain management ordinance. The ordinance establishes the requirements for development in the regulatory floodplain. Ordinances must meet the *Nebraska Minimum Standards for Floodplain Management Programs* as well as the requirements in 44 CFR Chapter 1, Part 60.3. NeDNR has developed model ordinances that communities can use for a template, provided community staff and boards review it for appropriate inclusion into the broad set of ordinances.

Nebraska's minimum standards are higher than the federal minimum standards, including requiring one-foot of freeboard (elevation of the lowest floor above the base flood elevation or BFE), restricted development in floodways, and prohibited storage of hazardous materials. Flood damages can be reduced further and citizens kept safer by enacting further higher standards for development in floodplains.

- **Freeboard:** Some cities increase this safety factor to 2 or 3 feet above BFE. Higher elevations are safer, and flood insurance costs lower.
- **Substantial Improvement/Damage:** All substantially improved or damaged structures with more than 50% improvement or damage must be elevated. Some cities encourage safer rebuilding by lowering the benchmark to 30%, or by tracking cumulative improvements and/or damage.
- **Enclosure Limitations/Non-**

conversion: Many structures have an enclosed area below the lowest floor, such as a crawlspace or storage area. These enclosed areas are required to be wet floodproofed with vents. The City can prohibit all enclosed areas or set limitation on size or height. The benefit is to limit flood damage and protect against the loss of life or property.

- **Critical Facilities:** As noted in the Hazard Mitigation Plan, certain critical facilities are vulnerable to flooding. Ideally, critical facilities should be sited outside of both the 1% and 0.2% annual chance flood zones. Providing a requirement to elevate or floodproof critical facilities to a 0.2% annual chance flood zone help keep buildings safer. Doing so also requires providing an access road that is similarly elevated.
- **Fill in the Floodplain:** Fill placed in a floodplain displaces flood waters, inevitably impacting adjacent property. Fill can be prohibited or limited to reduce impacts on floodwater storage. Another option is a compensatory storage requirement—for any fill the same amount of flood storage must be provided. The ordinance can also set standards for fill, including quality and compaction.

NeDNR also provides optional standards for community consideration:

- **Appurtenant Structures:** Some cities adopt specific standards for accessory structures, such as small backyard sheds. Appurtenant structures used

for storage can have their lowest floor below BFE if anchored, flood vented, and any electrical fixtures elevated.

- **Letters of Map Revision:** With a Letter of Map Revision Based on Fill (LOMR-F), a property is re-mapped to Zone X, nominally outside the regulatory floodplain. However, restrictions on basements below a certain elevation remain. Some cities set riders to their acknowledgement of the LOMR process, including referencing FEMA Technical Bulletin design and construction standards.
- **CFM:** Some cities require the designated floodplain administrator to become a Certified Floodplain Manager (CFM) from the Association of State Floodplain Managers. The certification does require certain ongoing costs for training.

Source: dnr.nebraska.gov/floodplain/model-ordinances

Community Rating System

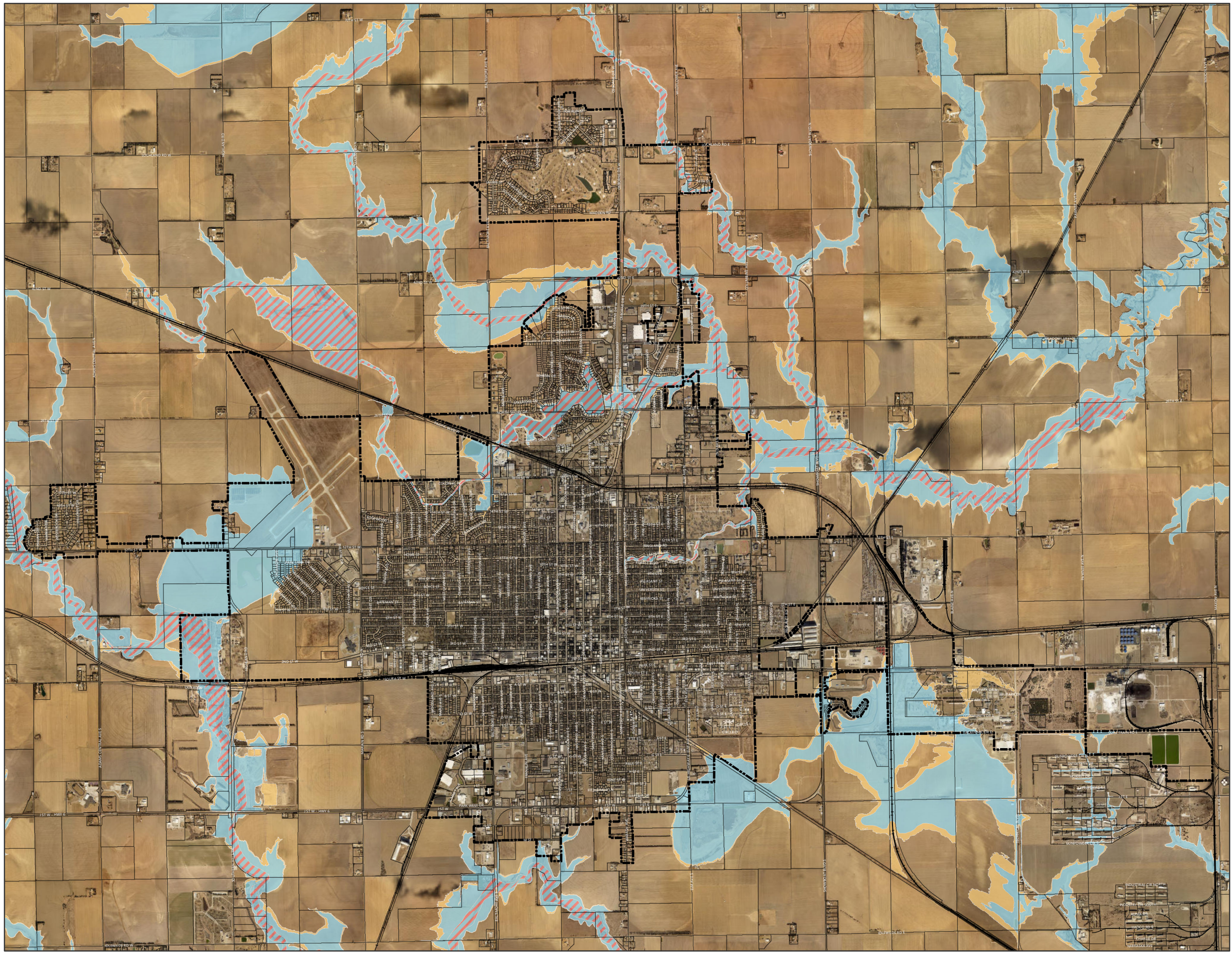
During the next update to the Hazard Mitigation Plan, the City should consider participation in FEMA's Community Rating System ("CRS"). The Community Rating System ("CRS") is a voluntary program that communities can join to get credit for floodplain management activities above the minimum standards. Communities receive points for those activities and based upon the number of points, flood insurance premiums are reduced for policyholders in the community. CRS is a "win-win" because it reduces a community's vulnerability to floods and also reduces the cost

of flood insurance premiums.

While there are significant administrative costs to track compliance, CRS offers policy holders substantial potential savings, likely just for activities and policies already in place.

Source: dnr.nebraska.gov/floodplain/community-rating-system

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 11.2: FLOODPLAIN



LEGEND

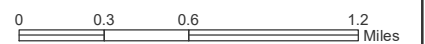
-  Parcels
-  City Limits

Floodplain

-  1% Annual Chance Flood Hazard
-  0.2% Annual Chance Flood Hazard
-  Floodway



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 1.8.23



Goals and Actions

Goal 11.1: The City provides adequate support for goals and objectives of the Hazard Mitigation Plan.

Actions

11.1.1: Support implementation of all action items in Table 11.1.

11.1.2: Review and update Development regulation requirements (zoning and subdivision ordinances) to bury power and service lines in new development.

11.1.3: Consider potential impacts of dam/levee/floodwall inundation zones in development review.

11.1.4 Support city-wide comprehensive flood mitigation planning and implementation.

11.1.5 Consider need for improved stormwater drainage in development review.

11.1.6 Review and update Development regulation requirements for stream buffers.

11.1.7 Review and update Development regulation requirements restricting development in the floodplain.

11.1.8 Review and update Development regulations to encourage use of green infrastructure, such as filter strips and native plantings, to reduce grey water runoff.

Goal 11.2: The City maintains conformance with the National Flood Insurance Program ("NFIP").

Actions

11.2.1: Mitigate flood hazards and assure conformance with NFIP requirements.

11.2.2: The Floodplain Administrator should work with the NRD and NeDNR on updated floodplain mapping for the city and county.

11.2.3: Support participation by the Floodplain Administrator and Development Services staff in specialized training opportunities for flood mitigation and floodplain management.

Goal 11.3: The City evaluates and implements higher and optional development standards for flood hazard safety

Actions

11.3.1: Consider adoption of higher regulatory standards in the Floodplain Development Ordinance.

11.3.2: Consider adoption of optional standards in the Floodplain Development Ordinance.

11.3.3: Consider participating in FEMA's Community Rating System ("CRS") to provide flood insurance premium discounts to property owners and tenants

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Chapter 12

Land Use and Development

Hastings' Land Use

Land use and development are the primary focus of the Comprehensive Plan. The land use element does not regulate land use - it is a policy guide for future decision making for annexation and rezoning requests. The document also provides direction to City staff, its development partners, and the community for future projects, capital improvements, and small area plans. The Comprehensive Plan is not regulatory; however, the Plan reflects the community's preferences to guide and plan for development and land use policy.

The Plan, particularly the land use element, plays a fundamental role as the substantive basis for regulations implementing the plan such as zoning, subdivision, and floodplain management. A clear land use element provides a vision for the future and helps prevent, or at least minimize, conflicts between different uses

of land.

It is essential for the land use element to reflect the wants and needs of Hastings' residents, businesses, and property owners, within the constraints of the landscape. This chapter addresses the statutory requirements of the land use element, describes existing land use, and presents the future land use plan. This chapter also discusses the community character of Hastings and action items for building on this unique character.

Land Use Element

This section is intended to meet the requirements in Nebraska Revised Statutes §19-903(1) that the Comprehensive Plan include: "A land-use element which designates the proposed general distributions, general location, and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and

private use of land".

The land use element is based on an understanding of how Hastings' citizens have built their community. All of the other elements presented so far in this plan, from demographics to hazard mitigation, inform the analysis of existing land use to determine recommendations for future land use.

Existing Land Use

Land in Hastings and the surrounding area has been developed for many different purposes. Existing land use includes both the use of buildings and parcels of land. The use of land is constantly changing - this plan presents a snapshot in time of existing land use. It is essential to have a solid understanding of existing land use at a point in time to carefully consider future land use policy.

Existing Land Use Categories

The utilization of land is best described in specific categories providing broad descriptions where numerous businesses, institutions, and structures can be grouped. For the purposes of the Comprehensive Plan, the following land use classifications are used:

- Residential Estates (RE);
- Single-Family Residential (SFR);
- Multi-Family Residential (MFR);
- Manufactured Housing (MHR);
- Commercial (C);
- Industrial (I);
- Quasi-Public/Public (Q-P/P);
- Parks & Recreation (P/R);
- Transportation/ROW (T/ROW);
- Lake/Water, and;
- Vacant/Agriculture (Vacant/Ag)

In Tables 12.1 and 12.2, the existing land uses in the city are split between inside city limits and in the extraterritorial jurisdiction.

Land Use Constraints

While certain areas are well situated for different types of growth and development, they may also be subject to constraints discussed throughout this plan. These constraints may direct development elsewhere, or they may simply be issues to be improved and resolved. Constraints may include:

- Limited opportunities for in-fill development;
- Neighborhood impacts of existing commercial and industrial uses, including visual blight;
- Cost to extend infrastructure including streets, electricity, water, and sewer service;
- Agricultural uses;

Table 12.1: Existing Land Uses - In City Limits

Use	Acres	Share of Developed Area (acres)	Share of Total Area (acres)
Residential	2,759.1	24.9%	7.2%
Residential Estates	202.0	1.8%	0.5%
Single-Family	2,336.1	21.1%	6.1%
Multi-Family	125.5	1.1%	0.3%
Manufactured Housing	95.4	0.9%	0.2%
Commercial	452.0	4.1%	1.2%
Industrial	1,460.4	13.2%	3.8%
Quasi-Public/Public	27,66.0	25.0%	7.2%
Parks/Recreation	859.5	7.8%	2.2%
Transportation/ROW	2,783.1	25.1%	7.2%
Total Developed Land	11,080.0	100.0%	28.9%
Lake/Water	96.2	0.9%	0.3%
Vacant/Agriculture	27,220.3	245.7%	70.9%
Total Area	38,396.5	-	100.0%

Source: Marvin Planning Consultants

Table 12.2: Existing Land Uses - Extraterritorial Jurisdiction

Use	Acres	Share of Developed Area (acres)	Share of Total Area (acres)
Residential	1,962.8	14.4%	4.5%
Residential Estates	823.2	6.0%	1.9%
Single-Family	1,100.1	8.1%	2.5%
Manufactured Housing	39.5	0.3%	0.1%
Commercial	85.8	0.6%	0.2%
Industrial	2,323.3	17.0%	5.3%
Quasi-Public/Public	4031.5	29.5%	9.2%
Parks/Recreation	516.6	3.8%	1.2%
Transportation/ROW	2,783.1	20.4%	6.4%
Total Developed Land	13,665.8	100.0%	31.2%
Lake/Water	0.0	0.0%	0.0%
Vacant/Agriculture	30,097.5	220.2%	68.8%
Total Area	43763.3	-	100.0%

Source: Marvin Planning Consultants

- Transportation such as highways and railroads;
- The reach of the gravity-fed sewer system, without adding lift stations, and;
- Willingness of adjacent property owners to sell land at prices which the market will support

Extraterritorial Jurisdiction

The City of Hastings has planning and zoning jurisdiction over the unincorporated area of Adams County generally within two-mile of the city limits, known as the (extraterritorial jurisdiction or ETJ). The Future Land Use Plan also applies to the ETJ, with or without annexation into the city limits.

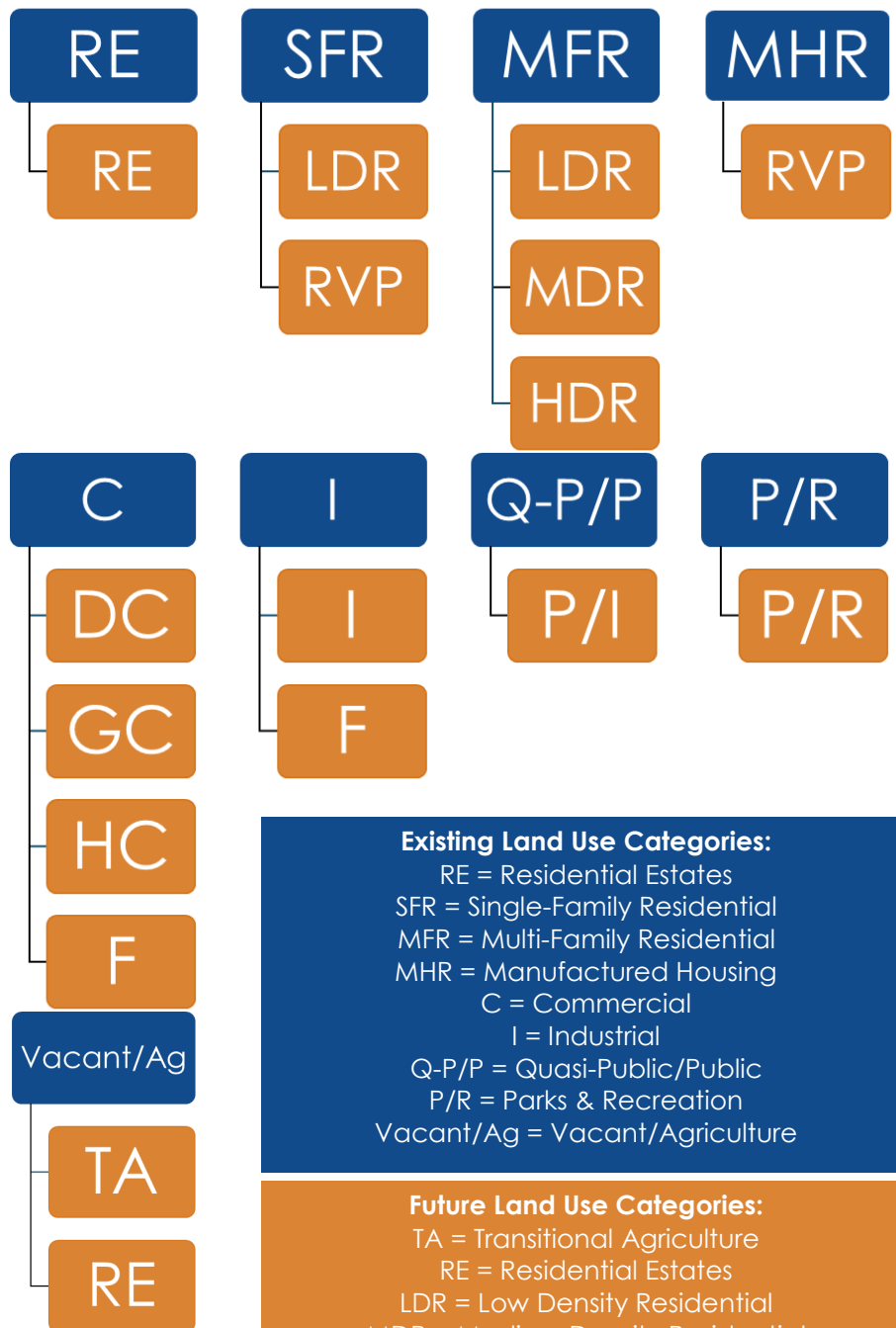
Ready to Build Land

Future development would logically occur on vacant or agricultural land with access to sewer and water lines. As shown in Figure 12.1, there are multiple parcels surrounding the entire city (and within the city limits) identified as vacant or agricultural during the existing land use inventory. These parcels also have access to both sewer and water lines. In total, there are 1,784.02 acres available as "ready to build" land.

Future Land Use

The Future Land Use Plan is intended to be a policy guide to future land uses balancing private sector development with the public interest, so the city can effectively and efficiently deliver public services. The future land use categories cover areas inside current city limits, future annexation areas, and the extraterritorial jurisdiction.

The flow charts to the right show how the existing land use categories fall into the future land use categories used in the Plan (note: the Hospital Environs does not fall into a new future land use category, as it is an overlay on top of future land uses). The blue box is the existing land use category, with the ensuing orange boxes being the future land use category in which it falls.



Existing Land Use Categories:

RE = Residential Estates
SFR = Single-Family Residential
MFR = Multi-Family Residential
MHR = Manufactured Housing
C = Commercial
I = Industrial
Q-P/P = Quasi-Public/Public
P/R = Parks & Recreation
Vacant/Ag = Vacant/Agriculture

Future Land Use Categories:

TA = Transitional Agriculture
RE = Residential Estates
LDR = Low Density Residential
MDR = Medium Density Residential
RVP = Residential Village Park
HDR = High Density Residential
DC = Downtown Commercial
GC = General Commercial
HC = Highway Commercial
HE = Hospital Environs Overlay
F = Flex
I = Industrial
P/I = Public/Institutional
P/R = Parks/Recreation

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TA - Transitional Agriculture

General Purpose

The Transitional Agriculture land use district encompasses the area where agriculture will likely continue; however, there may be urban scale development when city utilities can be extended.

Compatible Uses

1. Agricultural uses
2. Commercial uses related to agriculture (such as grain storage, implement sales and service, equestrian stables, etc.)
3. Agri-Tourism activities (such as farmstands, vineyards/wineries)
4. Outdoor recreation facilities (such as golf course)
5. Large-lot residential development
6. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
7. Religious and Educational uses and structures
8. Commercial sand and gravel mining
9. Renewable energy facilities, within performance standards

Incompatible Uses

1. Urban or suburban scale residential development
2. Larger livestock operations which cannot mitigate impacts
3. Urban or suburban commercial development

Issues

1. Groundwater / Municipal water availability
2. Suitability for onsite wastewater treatment systems ("OWTS")
3. Proximity to existing livestock confinements, mining, renewable energy facilities, etc.
4. Flood hazard areas
5. Natural amenities such as trees, and waterways
6. Sidewalks and multi-modal accessibility

Special Policies

1. Residential density should be average no more than four dwellings per quarter section
2. Minimum lot size based upon adequate space for domestic well and OWTS
3. Cluster development of residential developments should be considered whenever soils, topography, natural amenities warrant
4. Developments of one acre or more may be required to meet the standards of National Pollutant Discharge Elimination System ("NPDES") permitting
5. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff.

RE - Residential Estates

General Purpose

The Residential Estates land use district represents areas where large lot residential development may be appropriate outside of city limits. These areas are typically not yet served with city water and/or sewer but may be in the future. These areas could be designed as clustered developments to conserve agricultural land and open space.

Compatible Uses

1. Residential single-family dwellings
2. Agricultural uses (smaller scale)
3. Public facilities (such as fire stations, public utility substations, community centers, etc.)
4. Religious and educational uses and structures
5. On-Site renewable energy facilities, within performance standards

Incompatible Uses

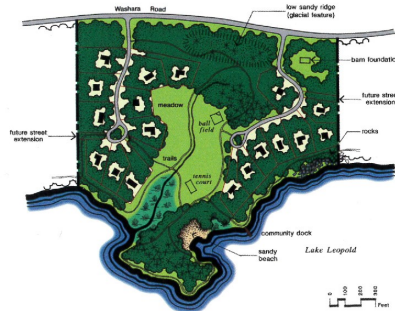
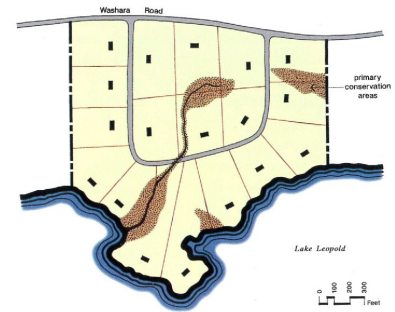
1. Major agricultural operations
2. Livestock operations
3. Urban or suburban scale commercial development
4. Industrial development

Issues

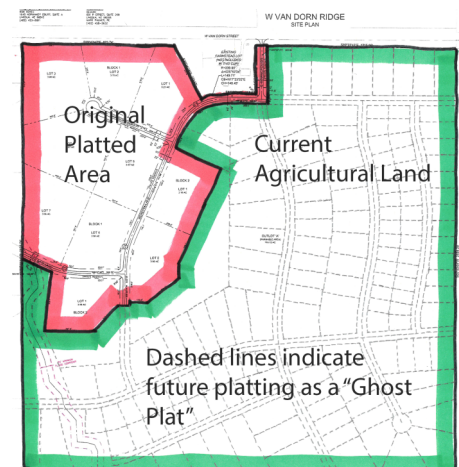
1. Groundwater/Municipal water availability
2. Suitability for onsite wastewater treatment systems ("OWTS")
3. Proximity to existing livestock facilities and/or industrial sites
4. Natural amenities such as trees, ponds, and streams
5. Conservation easements
6. Topography and drainage
7. Wetlands
8. Flood hazard areas
9. Natural amenities such as trees and waterways
10. Site access (public roads)

Special Policies

1. Residential density should be average approximately one dwelling per three acres
2. Density should range from two dwelling units to .33 dwelling units per acre depending upon the source of drinking water and OWTS/sewer service
3. Accommodate for future streets and easements through proper subdivision standards and policies
4. Cluster development should be considered whenever soils, topography, natural amenities warrant



Source: Envisioning Better Communities; 2010
by Randall Arendt



Graphic by MPC
Courtesy of the Lincoln/Lancaster
Planning Department
Original Plat by Olsson Associates



LDR - Low-Density Residential

General Purpose

Due to the mixture and blending of different residential uses and densities, the Hastings Future Land Use Plan recognizes this blending through a multi-level density approach. The Low Density Residential land use district includes both existing and new residential neighborhoods, including the Missing Middle concept.

Some areas within Hastings where this land use district is identified are ideal for infill development and redevelopment.

Compatible Uses

1. Residential single-family dwellings
2. Missing Middle residential development (such as cottage court, townhouses, duplex, tri-plex)
3. Accessory Dwelling Units (ADUs)
4. Residential care facilities
5. Public facilities (such as fire stations, public utility substations, community centers, etc.)
6. Religious and Educational uses and structures
7. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Large scale commercial. Small scale commercial, such as corner stores or bodegas, may be compatible

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility

Special Policies

1. Densities should be up to seven dwelling units per acre with city water and sewer services
2. Missing middle dwelling units need to be designed to match the architectural context of neighborhood

MDR - Medium Density Residential

General Purpose

The Medium Density Residential land use district includes both existing and new residential neighborhoods with a mix of single-family, two-family, and multi-family dwellings on small to moderately-sized lots with supporting community facilities. It is intended to encourage creative development patterns and adaptive reuse of existing structures. Streets are paved with sidewalks, curb, and gutter.

Compatible Uses

1. Residential single-family dwellings
2. Missing Middle residential development (such as cottage court, townhouses, duplex, fourplex)
3. Accessory Dwelling Units (ADUs)
4. Residential care facilities
5. Small-scale mixed-use development
6. Public facilities (such as fire stations, public utility substations, community centers, etc.)
7. Religious and Educational uses and structures
8. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Commercial uses, except in small scale mixed use developments

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility

Special Policies

1. Densities should range between seven and 15 dwelling units per acre
2. Density may be increased for small lot development





HDR - High Density Residential

General Purpose

The High Density Residential land use district includes both existing and new residential neighborhoods with multi-family residential development on moderate to large-sized lots with supporting community facilities. It is intended to encourage creative development patterns. Streets are paved with sidewalks, curb, and gutter. This land use type is ideally located near intersections of arterial streets to act as a buffer between more high intensity uses and lower density residential uses.



Compatible Uses

1. Missing Middle residential development (such as cottage court, townhouses, duplex, fourplex)
2. Multi-family residential development/apartment complexes
3. Residential care facilities
4. Large-scale mixed-use development
5. Public facilities (such as fire stations, public utility substations, community centers, etc.)
6. Religious and Educational uses and structures
7. Renewable Energy facilities, within performance standards



Incompatible Uses

1. Industrial uses
2. Commercial uses, except in large-scale mixed use developments

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility



Special Policies

1. Densities should start at 15 or above dwelling units per acre

RVP - Residential Village Park

General Purpose

The Residential Village Park ("RVP") land use district accommodates manufactured, modular, tiny homes, and mobile home parks. These are typically land-lease communities where residents rent a lot for owner-occupied homes. However, some areas may have fee simple legal lots of record. The RVP land use district is intended to protect this valuable source of affordable housing.

Compatible Uses

1. Manufactured Home Parks or communities
2. Individual HUD Code Manufactured Homes
3. Older mobile homes (pre-HUD Code) within parameters specified by the Legislature.
4. Tiny homes
5. Temporary parking of Recreational Vehicles
6. Uses accessory to a Manufactured Home Park including storm shelters and recreation facilities
7. Public facilities (such as fire stations, public utility substations, community centers, etc.)
8. Religious and Educational uses and structures
9. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Commercial retail and services uses, other than accessory to a Manufacture Home Park or community

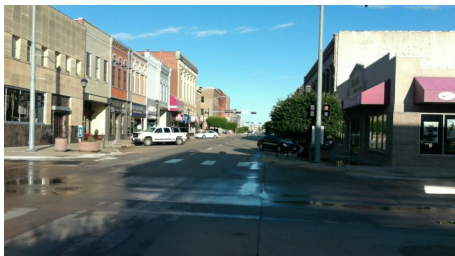
Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Sidewalks and multi-modal accessibility

Special Policies

1. Minimum lot size based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Off-street parking should be provided





DC - Downtown Commercial

General Purpose

The Downtown Commercial land use district is focused on the traditional building pattern of Downtown Hastings as the community's original center for trade, service, and civic life. Structures in this area are typically built with brick or stone at the sidewalk line, with parking and storage limited to alleys. In addition, upper-story residential units provides flexible and affordable housing choices for Hastings residents.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Arts, entertainment, and recreation
4. Public art
5. Cottage industries
6. Multi-family residential development (such as upper-floor apartments over retail/services)
7. Mixed-use development
8. Public facilities (such as city hall, county courthouse, fire station, public utility substations, community centers, etc.)
9. Religious and Educational uses and structures
10. On-Site Renewable Energy facilities, within performance standards

Incompatible Uses

1. Ground level single-family residential development is discouraged unless there are unique circumstances
2. Drive-thru facilities and multiple driveways creating conflicts with pedestrians and on-street parking - banks require special design

Issues

1. Continuing to maximizing development potential downtown
2. Site drainage
3. Sidewalks and multi-modal accessibility

Special Policies

1. No minimum lot size recommended
2. New buildings should be constructed of substantial materials (such as brick or stone)
3. Exterior finishes should be reflective of general area of downtown district.
4. On-site parking should be minimized to encourage greater utilization of downtown lots and on-street parking
5. Design standards for infill or redevelopment, including historic preservation and activation of the public realm

GC - General Commercial

General Purpose

The General Commercial land use district provides for a variety of commercial uses, typically located along arterial and collector streets and roads. This designation includes the Hastings Theater District redevelopment project.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Arts, entertainment, and recreation
4. Auto service uses (such as auto sales or repairs)
5. Multi-family residential development
6. Mixed-use development
7. Public facilities (such as fire stations, public utility substations, community centers, etc.)
8. Religious and Educational uses and structures
9. Wireless telecommunication facilities
10. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Single-family residential development, unless included in an overall mixed use concept

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees and waterways
7. Sidewalks and multi-modal accessibility

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial and collector streets



Courtesy: Perry Reid Properties





HC - Highway Commercial

General Purpose

The Highway Commercial land use district provides for a variety of commercial uses serving the motoring public, typically located along arterials.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Truck stops
4. General services for the highway traveler such as hotels
5. Arts, entertainment, and recreation
6. Auto service uses (such as auto sales or repairs)
7. Multi-family residential development
8. Mixed-use development
9. Public facilities (such as fire stations, public utility substations, community centers, etc.)
10. Religious and Educational uses and structures
11. Wireless telecommunication facilities
12. On-Site Renewable Energy facilities, within performance standards

Incompatible Uses

1. Single-family residential development

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees and waterways
7. Sidewalks and multi-modal accessibility

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff.
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial streets and roads

HE - Hospital Environs Overlay

General Purpose

The HE - Hospital Environs land use district is intended to continue the promotion and expansion of Mary Lanning Hospital within Hastings.

Compatible Uses

1. Hospitals
2. Medical offices
3. Multi-family dwelling units
4. Commercial uses supporting the medical industry
5. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
6. Religious and educational uses and structures
7. Wireless telecommunication facilities
8. On-site renewable energy facilities, within performance standards

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Groundwater / Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees, and waterways

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential property
5. Landscaping should be provided to limit impacts on surrounding neighborhood





F - Flex

General Purpose

The Flex land use district is intended to accommodate a flexible blend of commercial and industrial uses. These areas are typically located along arterial highway corridors such as US 6/34 or US 281 Bypass.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Light manufacturing and warehousing, inside a structure
4. Commercial grain storage and agricultural services, when off-site impacts and hazards are mitigated
5. Auto service uses (such as auto sales or repairs)
6. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
7. Wireless telecommunication facilities
8. Oil and gas production and services
9. On-site renewable energy facilities, within performance standards

Incompatible Uses

1. Residential development, other than caretaker/watchman quarters

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access, and parking
3. Groundwater / Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees, and waterways

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial streets and roads

I - Industrial

General Purpose

The Industrial land use district is intended to provide for manufacturing and warehousing uses. These uses typically require larger tracts of ground and have multiple buildings on a site. Location of industrial uses needs to be sensitive to other uses, in particular to residential areas, which may require screening and mitigation of impacts.

Compatible Uses

1. Manufacturing (indoors and outdoors)
2. Warehousing, outdoor storage, and self-storage
3. Data centers
4. Commercial grain storage and agricultural services
5. Farm machinery and vehicle sales and service
6. Auto and large vehicle service uses (such as auto sales or repairs)
7. Accessory retail use of products manufactured on-site
8. Off-site commercial advertising (billboards)
9. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
10. Wireless telecommunication facilities
11. Renewable energy facilities, within performance standards

Incompatible Uses

1. Residential development, other than caretaker/watchman quarters

Issues

1. Off-site impacts—visual, noise, odors, runoff
2. Traffic, especially truck traffic, and site access, and parking
3. Groundwater / Municipal water/wastewater system availability
4. Topography
5. Flood hazard areas
6. Off-site commercial advertising (billboards) may lead to blight conditions

Special Policies

1. Effective minimum lot sizes based upon adequate space for vehicular movement, parking, and drainage
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Outdoor storage should be protected by security fencing, and may require a solid visual buffer
5. Data centers need to be located near power supply





P/I - Public/Institutional

General Purpose

The Public/Institutional land use district provides for public and institutional facilities. These facilities are also located throughout the community in other land use districts.

Compatible Uses

1. City and County buildings and facilities
2. State and Federal buildings and facilities.
3. Non-profit buildings and facilities
4. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Livestock operations

Issues

1. Traffic and site access, and parking
2. Flood hazard areas
3. Sidewalks and multi-modal accessibility

Special Policies

1. Public and non-profit land holdings may have long-term impacts on property tax revenues
2. Limit new access along arterial streets and roads



P/R - Parks and Recreation

General Purpose

The Parks and Recreation land use district provides for parks and recreation sites. Parks should also be provided in all areas with new residential neighborhoods.

Compatible Uses

1. Local and County parks and recreation areas
2. Golf courses and accessory uses
3. Non-profit conservation lands

Incompatible Uses

1. Industrial development
2. Livestock operations which cannot mitigate impacts

Issues

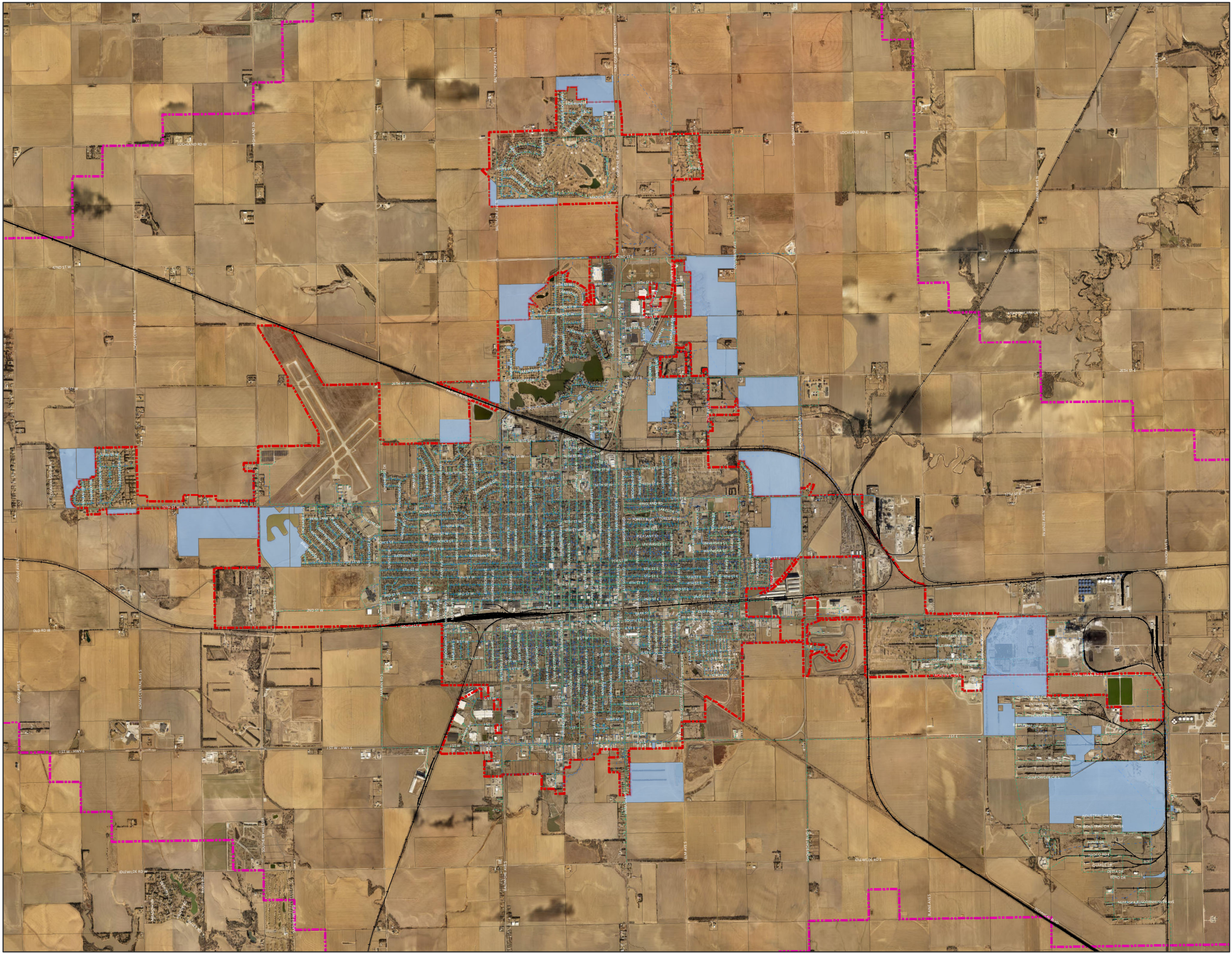
1. Natural amenities such as trees, and waterways
2. Sidewalks and multi-modal accessibility

Special Policies

1. For major regional recreation facilities, new access along arterial streets and roads should be limited

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HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 12.1: READY TO
BUILD PARCELS
VACANT LAND WITH SEWER AND
WATER LINE ACCESS



LEGEND

 Ready to Build Parcels

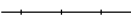
Sewer Line

 Sewer Line

Water Line

 Water Line

 Parcels

 Railroad

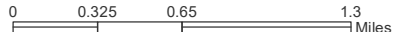
 Hastings 2-Mile ETJ (Current)

 City Limits


N


MARVIN PLANNING CONSULTANTS
Specializing in Municipal, County and Neighborhood Planning

PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 3.19.24


0 0.325 0.65 1.3 Miles

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN

FIGURE 12.2: EXISTING LAND
USE

LEGEND

- +—+—+— Railroad
- Parcels
- Juniata 1-Mile ETJ
- Hastings 2-Mile ETJ (Current)
- City Limits

Use

- Residential Estates
- Single-Family Residential
- Multi-Family Residential
- Manufactured Housing
- Commercial
- Industrial
- Quasi-Public/Public
- Parks/Recreation
- Vacant/Agriculture
- Transportation/ROW
- Lake/Water



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.12.23

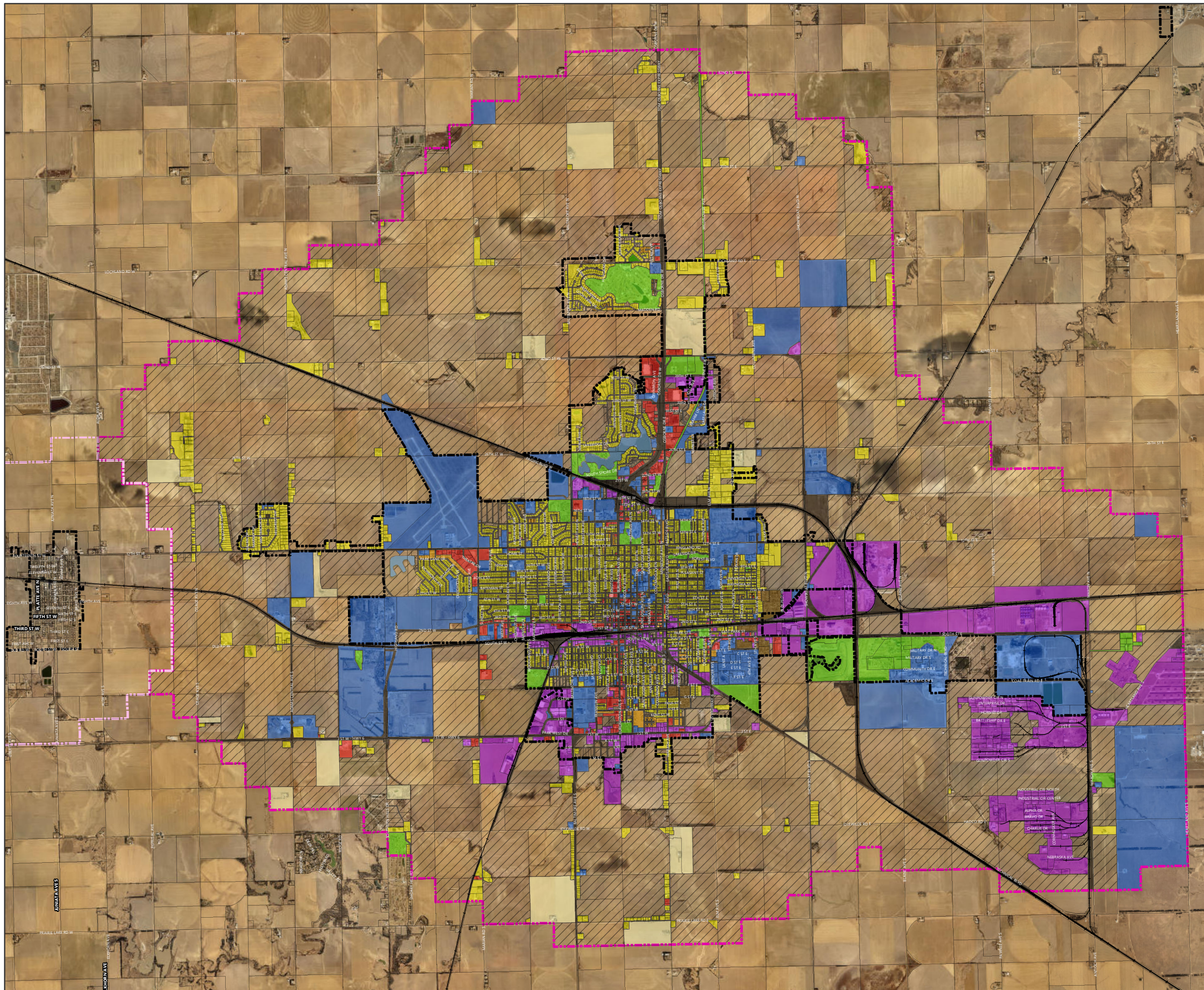
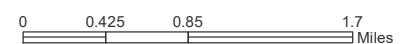
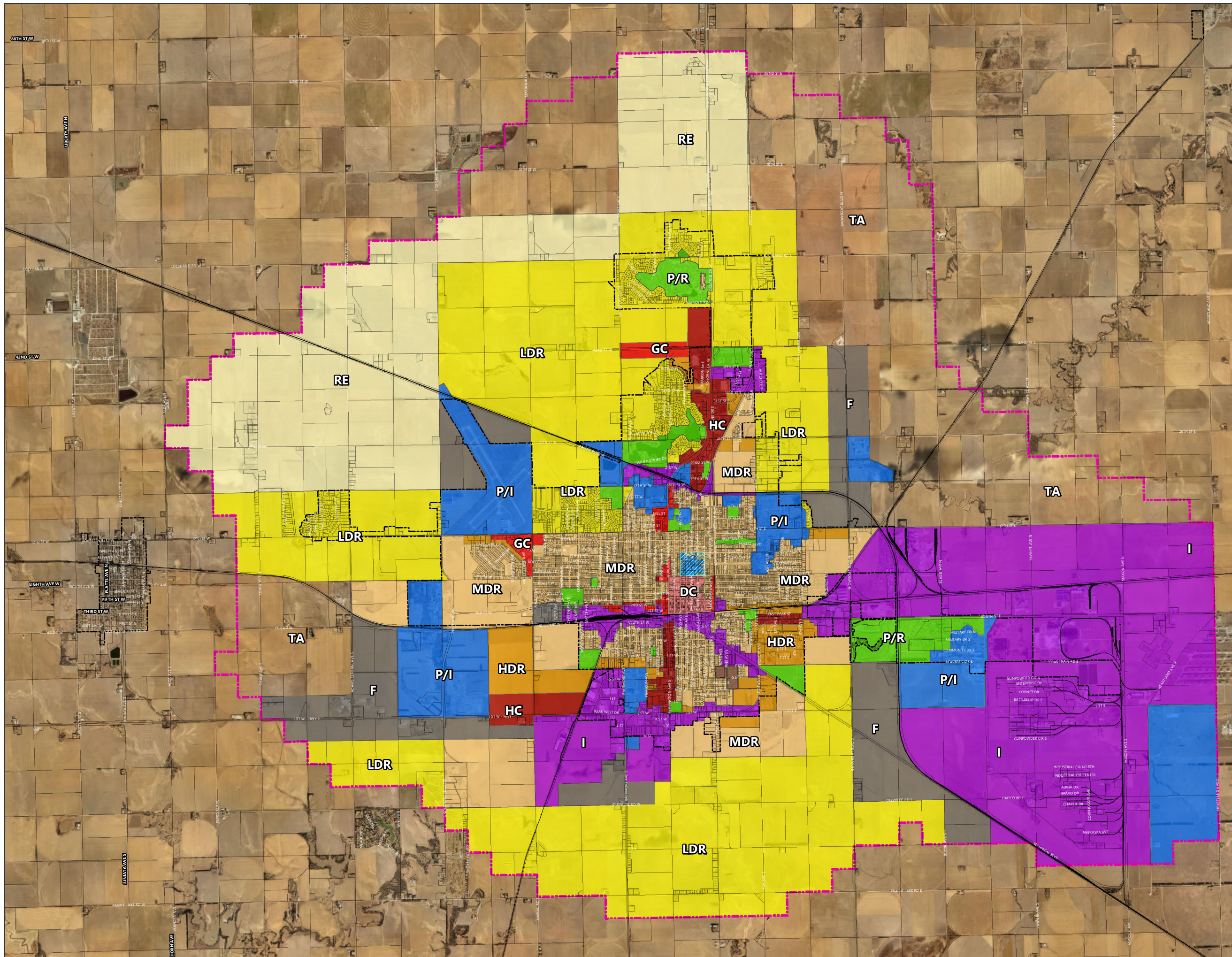


FIGURE 12.3: FUTURE LAND
USE



LEGEND

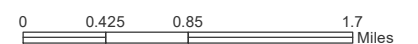
- Railroad
- Parcels
- Hastings 2-Mile ETJ (Current)
- City Limits
- Hospital Environs Overlay (HEO)
- Commercial Corridor (CC)

Land Use District

- Transitional Agriculture (TA)
- Residential Estates (RE)
- Low Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Residential Village Park (RVP)
- Downtown Commercial (DC)
- General Commercial (GC)
- Highway Commercial (HC)
- Industrial (I)
- Flex (F)
- Public/Institutional (P/I)
- Parks/Recreation (P/R)



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 7.11.24



Community Character

Every community has a unique character distinguishing a specific place from every other place. Character encompasses many aspects of the community, from the street grid, lots and blocks, to the brick storefronts downtown and homes in tree-lined neighborhoods, to the extensive prairie stretching from the city into the countryside.

Community character includes a combination of physical and psychological experiences. Residents and visitors learn to "read" a place based on formal and informal clues.

Community Entrances

There is only one chance to make a first impression on visitors, and potential new residents and employers. Community entrances are a statement welcoming new and returning people to town. A well-designed monument sign conveys a message more than mere words. Entrance signs should reinforce the community brand with curbside appeal. Landscaping improves this appeal.

Wayfinding

Wayfinding refers to how people find their way around the community. Appropriate signage helps people walk and/or drive to specific locations in the community. Wayfinding would more easily direct visitors to downtown, public facilities, and city parks.

A unified wayfinding system does not need to be elaborate, but it does need to easily convey a message as well as be legible to drivers as well as pedestrians.

Signage

Signs are an important form of communication. Sign control - or the lack of sign control - can have a significant impact on the community's appearance and economic competitiveness.

The image of a community is fundamentally important to its economic vitality and the signs along a community's streets can greatly affect the image of a place. Sign clutter is ugly, costly, and ineffective; "When everyone shouts, no one can be heard."

Commercial signage on the street and building front helps people get where they need to go. A good sign code is pro-business because an attractive business district will always attract more customers than an ugly one. Signs can be well designed at a human scale, or they can create visual clutter and distracted driving as pedestrians and motorists search for their

destination.

On city streets, ground-mounted monument signs are an effective form of commercial signage. They can also be designed to fit into the overall architectural character of a specific building or development.

Landscaping

Landscaping is critical to creating a positive community character. It also filters drainages (such as bio-swales) and provides buffers; Landscaping makes a particular impression in areas such as:

- Along streets, especially major thoroughfares;
- Along parking barriers;
- Near commercial and public buildings, and;
- In public spaces

Landscaping should include a variety of organic and hardscape materials, appropriate to Hastings'



Photo 12.1: Landscaping and signage in Downtown Hastings
Source: Marvin Planning Consultants

environment. These may include:

- Xeriscaping
- Grass and ground cover;
- Shrubs and trees, and;
- Street furniture

Street trees, for example, not only improve the appearance of the community, but also provide erosion control and drainage as well as breaking up large expanses of concrete and asphalt.

As new development and re-development occurs in Hastings, the City should work closely with developers and property owners to ensure there is appropriate landscaping installed and maintained to improve the appearance of the community.



Photo 12.2: Street tree in Downtown Hastings
Source: Marvin Planning Consultants



Photo 12.3: Landscaping in Downtown Hastings
Source: Marvin Planning Consultants

Goals and Actions

Goal 12.1: Future growth and development has adequate land available while avoiding land use conflicts.

Actions

12.1.1: Regularly review and update land use regulations (zoning and subdivision ordinances).

12.1.2: Developers are prepared to pay the cost of necessary and required on-site and off-site improvement.

12.1.3: Continue to post planning and zoning requirements and other development information on the City of Hastings website.

Goal 12.2: The City promotes responsible development.

Actions

12.2.1: Work with developers and property owners to identify areas with infrastructure capacity, including electricity, gas, water and sewer, and streets.

12.2.2: Aid development or redevelopment through Tax Increment Financing ("TIF") where appropriate.

12.2.3: New development should be contiguous to existing developed areas and avoid "leapfrog" patterns inefficient for public services.

Goal 12.3: There is adequate and available land for a variety of new residential building types.

Actions

12.3.1: Revise zoning code to accommodate mixed-use development.

12.3.2: Encourage development of "Missing Middle" housing types across the community.

12.3.3: Continue to encourage upper-level residential units downtown.

12.3.4: Encourage mixed-use projects, where appropriate, citywide by creating practical, appropriate zoning district regulations.

12.3.4: Work toward higher density development within the established parts of the city and along major transportation corridors.

Goal 12.4: Residential development is protected from conflicting land uses.

Actions

12.4.1: Ensure residential development is separated from more intensive uses by appropriate siting of uses, adequate setbacks, visual and landscape buffers, or impact easements.

12.4.2: Work with property owners to clean up deteriorated and dilapidated properties.

Goal 12.5: Employers have adequate land available for new development.

Actions

12.5.1 Facilitate the construction of infrastructure for commercial and industrial development.

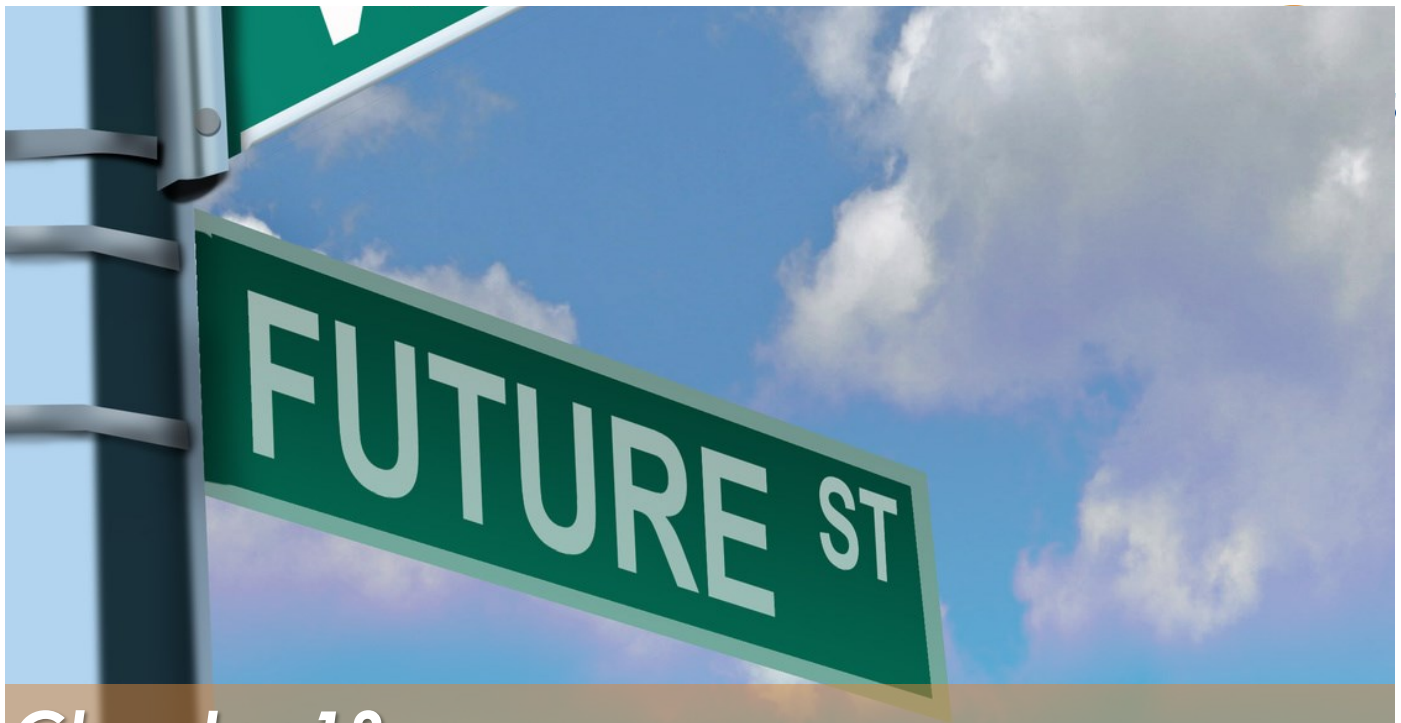
12.5.2: Work with the Hastings Economic Development Corporation to plan for future industrial parks and commercial development areas, as needed.

Goal 12.6: Hastings is a visually appealing community.

Actions

12.6.1: Facilitate continued improvements in signage and wayfinding, including landscaping of commercial property.

12.6.2: Improve Hastings's entryways to make the best impression of the community.



Chapter 13

Annexation

Annexation

As cities grow in population, employment, and services, the municipal limits will need to expand to provide infrastructure to new development.

Annexation Element

This section is intended to meet the requirements in Neb. Rev. Stat. §19-903(5)(a) that the Comprehensive Plan include: "an identification of sanitary and improvement districts, subdivisions, industrial tracts, commercial tracts, and other discrete developed areas which are or in the future may be appropriate subjects for annexation and (b) a general review of the standards and qualifications that should be met to enable the municipality to undertake annexation of such areas."

Annexation Process

The State of Nebraska has established a process for municipalities to extend their

corporate limits into contiguous areas, provided the criteria for such action is justified. An important consideration of annexation is the property in question may not be further than 500 feet from the corporate limits of the municipality in order to be considered adjacent and contiguous.

There are two methods for annexing land into the corporate limits:

- Voluntary - Land requested to be annexed by the property owner(s), or;
- Involuntary - Any contiguous or adjacent lands, lots, tracts, streets, or highways which are urban or suburban in character and annexation is initiated by the municipality

To ensure that annexation of land into the City of Hastings is done consistently to promote appropriate community and economic development growth, the following Annexation Policy has been created.

City of Hastings Annexation Policy

Annexation of land adjacent to the City limits is important and necessary to the future growth and health of Hastings. Developers and landowners routinely ask to be voluntarily annexed into the City as part of the regular development process. This allows these properties to be supplied with City services as they are needed, and the City benefits from property taxes, utilities, and other fees that City residents and businesses pay, as well as the overall comprehensive growth of the community.

Policy: The City will encourage annexation of land adjacent to the City limits, as it prepares to be developed.

Some property owners at the edge of the City may not want to develop in the foreseeable future, nor want to be within Hastings City limits. However, in certain circumstances, it makes sense for the City to initiate annexation of adjacent land that is already developed and requires minimal public investment to provide public infrastructure and services.

Policy: The City may initiate annexation of adjacent land for the following reasons:

- Equity for taxpayers. Properties at the edge of the City limits benefit from many of the City's services, including streets, parks, trails, the library, snow removal on nearby streets, some or all public utilities, and in some cases emergency services, without paying City taxes and fees. Annexation balances providing appropriate and reliable services with the "fair share" payment for those services.
- Clarity of service areas for maintenance of roads and providing emergency services.
- Allowing Hastings to continually grow in an efficient and orderly manner.
- The City of Hastings will require that properties receiving public infrastructure be located within the City limits, as allowed for by State Statute. Annexation should occur before any property is provided with water or sanitary sewer.
- Annexation must occur before a property receives an urban zoning designation or is prepared for development.

The character of existing residential areas should be respected as much as possible during the annexation process. When low-density residential areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible. In general, many aspects of the low-density residential areas may remain unchanged, such as zoning or covenants. However, any annexation of existing land will result in some costs to the property owners.

Additionally, the City-initiated annexation process should take additional steps to inform those proposed to be annexed, including City-hosted public meetings, advanced notice, and written explanations of potential changes as a result of the annexation.



Chapter 14 Transportation

Transportation

Transportation is a prime determinant of land use. The City, County, and State transportation network, combined with railroads, defines access to land and much of its potential for development. Land Use and transportation create the pattern for future development.

This section is intended to meet the requirements for a transportation element in Neb. Rev. Stat. §19-903(2): "The general location, character, and extent of existing and proposed major roads, streets, and highways, and air and other transportation routes and facilities".

Streets and Roads

The city's primary road network includes State highways, county roads, city streets, and adjacent county roads. Maintenance and construction of the road network is a cooperative effort.

Functional Classification

The street and road network is classified by function:

- Expressway - major roadway for state or regional access
- Arterial - major road with high volumes of traffic, primarily connecting places to each other
- Collector - street with less traffic, connecting local traffic to arterial roads
- Local - street with low traffic volumes and slow design speeds, primarily uses for direct access to property

These streets can be seen in Figure 14.1, courtesy of the Nebraska Department of Transportation.

One and Six Year Plans

The City Street Superintendent develops the One and Six-Year Road Plan for the city, which is adopted by the City Council. The current plan, as of 2023, listed six projects in progress or having been completed in 2023.

These projects were as follows:

- Laird Ave - 14th St to Apache Ave;
- 33rd St extension - E Laux Dr to Utecht Ave;
- Lakeview Ave - Martin Dr to 33rd St;
- CDBG Downtown Sidewalk and Curb Ramp Improvements, and;
- Resurfacing/repair projects

These activities represented City expenditures for the 2022-2023 fiscal year, totaling \$2,090,633.

Activities planned for 2023-2028 include arterial and residential street improvements, and construction projects in the form of Quiet Zones. These will all be funded by Street Sale Tax, the City Street Fund, and BANS funds. Total Street Improvements will total approximately \$36,074,000 by 2029.

Source: cityofhastings.org

NDOT

Hastings is located in the Nebraska Department of Transportation ("NDOT") District Four, headquartered in Kenesaw. NDOT's Surface Transportation Program Book for 2024-2029 (the "five-year plan") includes six projects in the Hastings region, to be completed between 2024 and 2029. These include:

- Resurfacing and bridge maintenance from Kearney/Adams County line east (\$14,075,000);
- Bridge maintenance on the Hastings Regional Center Spur Bridge (\$7,468,000);
- Resurfacing and bridge maintenance on the Kenesaw Spur east and west (\$6,974,000);
- Resurfacing and bridge maintenance in west Hastings (\$8,209,000);
- Resurfacing in east Hastings (\$1,872,000);
- Resurfacing US Highway 34 in Hastings (\$1,808,000)

The Program Book includes a capital improvement project for Southeast Hastings, a 3-Lane Urban project, which will cost an estimated \$35,902.

Source: Nebraska Department of Transportation

Transit

RYDE Transit

Reach Your Destination Easily, or RYDE, Transit operates buses in Buffalo, Adams, Dawson, Franklin, Hamilton, Kearney, and Gosper counties and in the City of Ravenna. RYDE provides public transportation to medical appointments, shopping areas, congregate dinners, and social activities. All 12-passenger buses are lift equipped.

RYDE is operated by the Community Action Partnership of Mid-Nebraska based out of Kearney.

(Note: text modified from website.)

Source: communityactionmidne.com

Multi-Modal

Multi-modal transportation planning creates communities where it is possible to get around by walking, bicycling, and public transportation. Many State and county highways are designed to favor high-speed motorized traffic, without consideration of those on foot or on a bicycle.

For young people and older residents, building streets for multiple modes of transportation becomes all the more important. Young people need to be able to go places without relying on drivers. As well, many older people may prefer not to drive, or may become unable to drive. Trail development is also becoming an economic development attraction as young families consider options for where to live. The National Association of Realtors has reported on recent studies which show living near trails and greenways will likely raise property value an average of 3-5% and sometimes even as high as 15%.

Community Trails

Multi-user trails are becoming a popular piece of infrastructure for everyday transportation as well as exercise and recreation. As noted in Chapter Six, the Pioneer Spirit Hike/Bike Trail is the city's only community-wide trail. The trail provides a route between Libs Park, Heartwell Park, Lake Hastings, Hastings College, and the Downtown Central Business District.

Expansion of the trail was identified in the Hastings Walkability and Connectivity Study, completed in 2022. Trail expansion will be funded by Federal Funds and local match.

Source: cityofhastings.org

Accessibility

The Americans with Disabilities Act ("ADA") was signed by President George H.W. Bush in 1990. The ADA is intended to make sure people with disabilities have the same rights and opportunities as everyone else.

The NDOT Roadway Design Manual (May 2022) provides guidance for design of pedestrian and bicycle facilities in conformance with ADA. This includes having a transition plan when structural modifications are required to provide accessibility, including curb ramps.

Sidewalks on rights-of-way and bridges must be at least four-feet wide, provided there are larger passing spaces every 200 feet (driveways may be considered as passing spaces). A shared-use path must be a minimum 10 feet wide, with 11-14 feet preferred in certain situations.

Walkability and Connectivity Study

Written to examine the current state of pedestrian access in the city, this study provided Hastings with a four part plan for addressing walkability and connectivity issues. The study provided the city with:

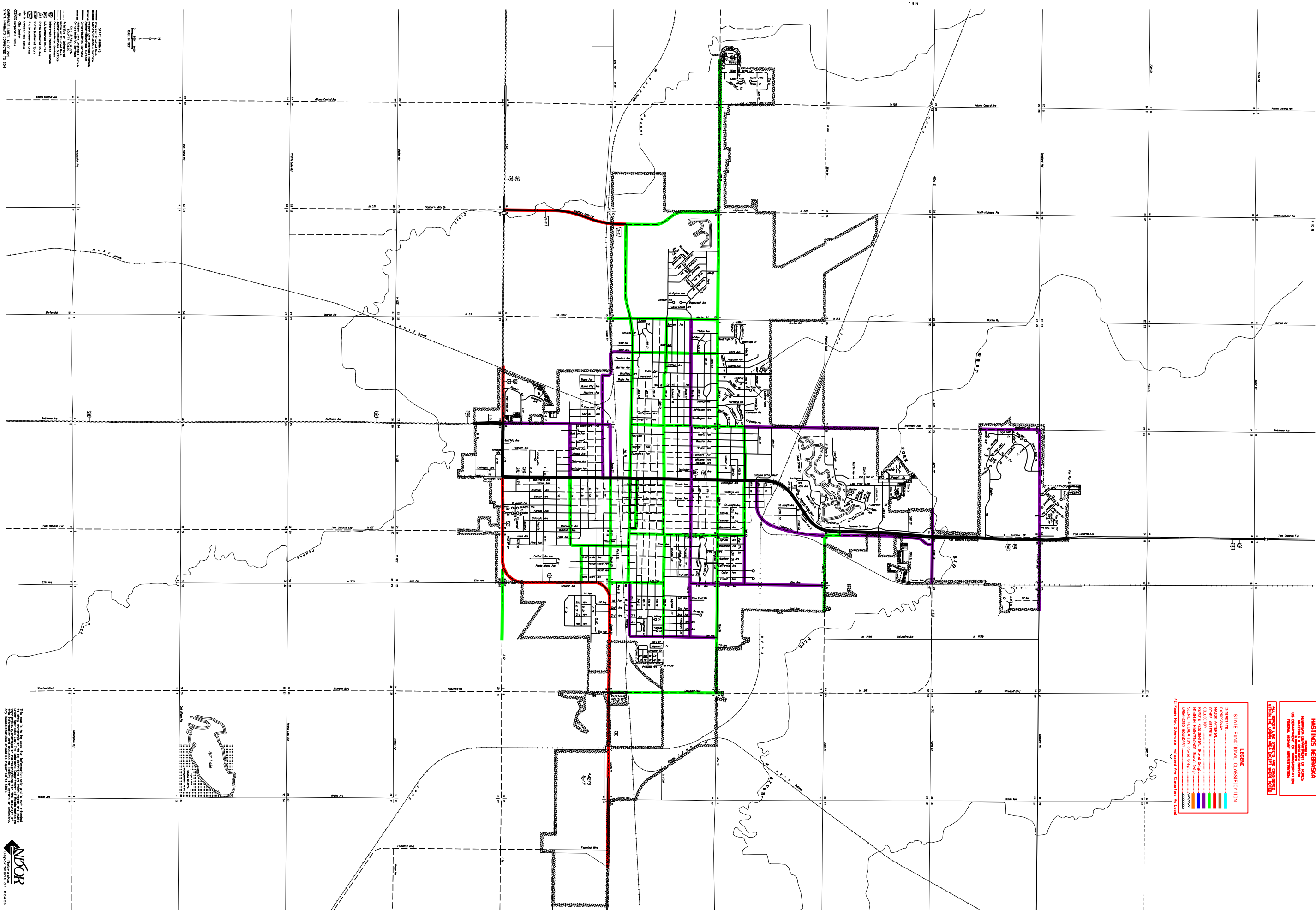
- A profile of current walkability issues;
- Community input on issues;
- An identification of where the city can improve, and;
- How to implement said improvements

HASTINGS
ADAMS COUNTY
NEBRASKA
POPULATION 25,224
2015

Legend
HASTINGS, NEBRASKA
NEBRASKA
ADAMS COUNTY
POPULATION 25,224
2015

STATE FUNCTIONAL CLASSIFICATION
INTERSTATE
HIGHWAY
COLLECTOR
MAINTENANCE ROAD ONLY
SCenic RECREATION ROAD ONLY
UNIMPROVED ROADWAY

All Roads Not Shown: Improved Ave, Unimproved Ave, Private Rd, No Road



STATE COMMENTS
HASTINGS, NEBRASKA
ADAMS COUNTY
NEBRASKA
POPULATION 25,224
2015



The proposed projects which emerged from this study were trail expansions, improved connections between amenities and schools, and improved ADA access across the city.

Source: Hastings Walkability and Connectivity Study

Railroads

Hastings was founded because of the railroad, and still benefits from its presence today. The Burlington Northern Santa Fe ("BNSF") line runs through the central portion of the city, with the historic train station still being used today as an Amtrak station. The Union Pacific line runs west to east through the northern portion of the city.

The City of Hastings has worked to complete "quiet zone" projects along the BNSF railroad. Quiet zones reduce the frequency of the horns coming from the railroad, improving the quality of life for the residents and those conducting business near the at-grade crossings. Quiet zones are a series of at-grade crossings where improvements have been made to the roadway, crossing gates or other options making it possible for the train to pass without sounding its horn. The Hastings Ave and Pine Ave crossings were completed in November of 2023. Five other crossings at Lincoln, Denver, California, Elm, and Colorado avenues will be completed by the end of 2024.

(Note: Text modified slightly from website.)

Sources: ksnblocal4.com/2023/11/18/quiet-crossings-project-hits-milestone-hastings/; cityofhastings.org;

Air Travel

Hastings Municipal Airport

The Hastings Municipal Airport ("KHSI") is located at 3300 W 12th St within the city limits of Hastings. The site is owned and operated by the City with fixed base operator ("FBO") services provided by Hastings Air. The FBO building offers a renovated pilot lounge, conference room, and crew car. The Terminal Building also features a pilot lounge and meeting room.

(Note: modified slightly from website.)

Source: cityofhastings.org

Regional Air Travel

The Central Nebraska Regional Airport ("KGRI") is a major aviation facility located in Grand Island. This facility is owned by the Hall County Airport Authority and maintains four runways that service an average of 69 aircraft per day.



Photo 14.1: BNSF Railroad, downtown Hastings
Source: Marvin Planning Consultants

Goals and Actions

Goal 14.1: The city's street network continues to meet the needs of local users and those passing through the city.

Actions

14.1.1: Annually review the City's One- and Six-Year Plan for conformance with the Comprehensive Plan.

14.1.4: Continue to work with Nebraska DOT on improving State roads and highways.

14.1.5: As the industry evolves, review zoning requirements for EV charging stations.

Goal 14.1: The city's street network continues to meet the needs of local users and those passing through the city.

Actions

14.2.1: Support recommendations identified in the Transportation and Parking Master Plan.

14.2.2: Support proposed projects identified in the Walkability and Connectivity Study.

14.2.3: Support Reach Your Destination Easily ("RYDE").

14.2.4: Develop strategies or programs to maintain, replace, and install sidewalks throughout the city.

14.2.5: Complete ADA improvements to sidewalks throughout the city.

Goal 14.3: Land use conflicts are avoided along the railroad corridor.

Actions

14.3.1: Buffer residential development along all railroad rights-of-way.

14.3.2: Work with Adams County and BNSF/UPRR to improve crossing safety in the city and ETJ.

Goal 14.4: The City's airport is maintained and improved to meet current and future needs.

Actions

14.4.1: Coordinate development review in the vicinity of the Airport with Adams County and the Airport Advisory Board.



Chapter 15 Implementation

Implementation

Successful community plans have the same key ingredients: "2% inspiration and 98% perspiration." This section of the plan contains the inspiration of the many city officials and residents who have participated in the planning process. However, the ultimate success of this plan remains in the dedication offered by each and every resident.

There are numerous goals and action items in this plan. These items should inform annual workplans and budget-setting to assure progress continues to bring the plan to life.

Action Plan

The Comprehensive Plan is not intended to sit on a shelf. The plan is intended to be put into action. Goals and action items specific to each plan element are included in the relevant chapter.

Evaluation of Development Proposals

Development proposal applications should be carefully reviewed against the goals and policies of the Comprehensive Plan as well as the specific requirements of the development regulations. This plan is not regulatory; however, the underlying regulations are based on compatibility with this plan. Each development application should address how the specific proposal meets the goals of the comprehensive plan.

In cases in which a proposal is not clearly supported by the plan, the developer should be encouraged to improve the project to meet the community's goals. On the other hand, approval of a proposal not in conformance with the comprehensive plan would point to the need to review and update the plan to better serve the citizens of Hastings.

Implementation Action Items

This plan recommends several implementable action items which can be undertaken immediately. These include:

- Zoning Regulations;
- Subdivision Regulations;
- Floodplain Regulations & Mapping;
- Capital Improvement Program, and;
- Plan Maintenance

The City Council will have a critical role in implementation of this plan through the annual budgeting process. Elected officials, staff, and volunteers take the primary role in implementation of the comprehensive plan.

Other action items are referenced in support of activities by other entities which support implementation of this plan.

Future Planning Efforts

Two studies completed recently, the Transportation and Parking Master Plan ("TPMP") and Walkability and Connectivity Study, identified future planning efforts the City should consider alongside implementation of the Comprehensive Plan.

Transportation and Parking Master Plan

TPMP is a strategic plan written to guide city-wide transportation and parking policy and investments. The TPMP defined the City's transportation vision and addressed mobility challenges. The TPMP also identified future planning studies the city should undertake, including:

- A Downtown Pedestrian Mall Study;
- A Railroad Viaduct Study;
- A Hastings Local Transit Feasibility Study, and;
- A Network Connectivity Study

See the TPMP for further information on conducting these studies.

Universal Mobility Study

The Universal Mobility Study was written to identify existing barriers to mobility in Hastings. Barriers to universal mobility are defined as physical impediments that prevent individuals from accessing public places and hinder the ability to move from place to place within the City. The Study was written to augment the Walkability and Connectivity Study also completed in 2019. The Study identified future planning studies the city should undertake, including:

- A Central Hastings Core Street Plan;

- A Public Buildings and Spaces Transition Plan;
- Design Standard Development;
- Sidewalk and Parking Enforcement, and;
- ADA/Van Accessible Parking

See the Universal Mobility Study for more information on these studies.

Funding Sources for Future Planning Efforts

Funding sources for the projects outlined above, the Housing Affordability Plan, and the Comprehensive Plan, include the following:

- America Rescue Plan;
- Rural Workforce Housing Fund;
- Community Development Assistance Act;
- General Obligation Bond;
- Land and Water Conservation Fund;
- Transportation Alternatives Program;
- Charitable foundations such as the Hastings Community Foundation;
- Recreational Trails Program;
- Special Assessment Districts;
- Little Blue Natural Resources District's Urban Conservation Program
- Local Option Sales Tax;
- Tax Increment Financing;
- Community Development Block Grant;
- Civic and Community Center Financing Fund, and;
- The USDA Rural Development grants

Comprehensive Plan Maintenance

Annual Review of the Plan

A relevant, up to date plan is critical to the on-going planning success. To maintain both public

and private sector confidence; evaluate the effectiveness of planning activities; and, most importantly, make mid-plan corrections on the use of city resources, the plan must remain current. The annual review should be performed each January to begin the calendar year. This review should result in a report from the Planning Commission and Staff to the City Council and the citizens of Hastings.

Unanticipated Opportunities

If any innovative development and/or redevelopment opportunities arise which impact any elements of the plan and which are determined to be of importance, a plan amendment may be proposed and considered separate from the Annual Review and other proposed Comprehensive Plan amendments.

The Comprehensive Plan amendment process should adhere to the adoption process specified by Nebraska law and provide for the organized participation and involvement of citizens.

Five Year Review

As discussed in the Introduction, the comprehensive plan is a 20-year plan. However, the Planning Commission should review the plan annually and update the document at least every five years (2029), or when major, unanticipated opportunity arises. Completing updates every five years or so will allow the City to incorporate ideas and developments not known at the time of this planning process.

Appendix A - Survey Results

Survey Results

#1: How long have you lived in Hastings?

- Less than 1 year: 1.40%
- 1 to 5 years: 4.20%
- 6 to 10 years: 7.88%
- 11 to 15 years: 7.53%
- 16 to 20 years: 11.03%
- 21 to 30 years: 16.99%
- 31 years to 40 years: 15.94%
- 41 years to 50 years: 10.86%
- 50+ years: 19.96%
- I don't live in Hastings: 4.20%

#2: Please tell us your age range.

- Under 18 years: 0.00%
- 18 to 19 years: 0.35%
- 20 to 24 years: 1.58%
- 25 to 29 years: 4.38%
- 30 to 34 years: 8.41%
- 35 to 39 years: 11.91%
- 40 to 44 years: 8.93%
- 45 to 54 years: 18.91%
- 55 to 64 years: 22.24%
- 65 to 74 years: 16.64%
- 75 to 84 years: 6.65%
- 85 and over: 0.00%

#3: Please tell us how many children you have.

- 0: 14.71%
- 1: 14.36%
- 2: 34.15%
- 3: 23.29%
- 4: 9.81%
- 5+: 3.68%

#4: What age/grade level are your children?

- Daycare/Preschool: 9.62%
- K-5: 14.23%
- 6-8: 5.96%
- 9-12: 8.08%
- College: 6.92%
- Grown (adult): 55.19%

#5: My children live:

- At home: 41.01%
- At school/College: 4.45%
- Grown - Living in Hastings: 14.51%
- Grown - Living in Nebraska: 26.89%
- Grown - Living out-of-state: 13.15%

#6: Education choice for my children:

- Public: 73.21%
- Private: 14.15%
- At home: 1.70%
- N/A: 8.11%
- Other (please specify): 2.83%; comments below
- Some of each
- Went to private but support public as retired public school teacher
- Christian
- Public but going private next year
- Highs [sic] school public [sic]
- AC only! HPS sucks [sic]!
- Adams Central (HPS is awful)
- No Children
- They were homeschooled and public schooled
- Parochial grade school and public after."
- 2 graduated private and 1 graduated public
- private school through 6th grade/ 7th + at HPS
- 1st 12 years for them were public. 1 attended Hastings College, 1 attended UNL, 1 attended a Fla college
- If I had children, parochial Lutheran school
- Both private & public

#7: Employment:

- Employed Full-Time: 61.05%
- Employed Part-Time: 6.49%
- Self-Employed: 10.88%
- Home Maker: 2.63%
- Unemployed: 0.70%
- Retired: 23.68%

#8: Which of the following industries is your primary income? The following are based upon US Census categories.

- Agriculture, forestry, fishing, hunting, and mining: 4.56%
- Construction: 3.68%
- Manufacturing: 4.74%
- Wholesale trade: 1.05%
- Retail trade: 5.09%
- Transportation and warehousing and utilities: 4.91%
- Information: 1.23%
- Finance, insurance, real estate, and rental and leasing: 5.09%
- Professional, scientific, management, administrative, and waste management: 7.54%
- Educational, health, and social services: 22.46%
- Arts, entertainment, recreation, accommodation and food services: 3.86%
- Other services (except public administration): 3.68%
- Public administration: 4.56%
- Retired: 19.30%
- Disabled: 1.75%
- Other (please specify): 6.49%; comments below
- Retired and finance
- Manage and own real estate in my retirement
- Goodwill day site
- It [sic]
- Retired teacher & disabled
- Engineer and Teacher
- Hair Dresser
- Custom fabrication
- Law enforcement
- Biz Consultant
- Hairdresser
- Sales
- Trucker
- Non-profit
- Medical
- Legal

- Corrections
- Homemaker (husband works)
- State of Nebraska
- Medical
- Licensed daycare
- Mlmh [sic]
- Energy production
- Security
- Petroleum
- Legal
- Radio
- Auctioneer/Re Broker
- Retired orthodontist
- Government
- Childcare Center Owner/Director
- Good sales and distribution
- Custodial
- Public works
- Hastings Utilities
- Marketing
- Public Utilities and City Services

#9: How far is your commute to work:

- Work from home (telecommute): 2.46%
- Work at home: 5.09%
- Less than 10 minutes: 43.33%
- 10 to 14 minutes: 11.58%
- 15 to 19 minutes: 3.51%
- 20 to 29 minutes: 4.56%
- 30 to 44 minutes: 2.46%
- 45 to 59 minutes: 1.05%
- 60 minutes or more: 1.05%
- Retired: 22.46%
- Other (please specify): 2.46% comments below
- Retired and work from home
- I don't know [sic]
- at customers current place of services needed.
- Two miles to one job, 100 to the other.
- Disability
- Homemaker
- Homemaker
- Homemaker
- One of us is 4 min from work and the other is 50 min from work
- Service Area within 65 miles

- Not working
- Currently unemployed due to disability; would be working if employers could be more accommodating
- Not employed
- Disabled

#10: Highest level of education completed?

- Grade/Middle School: 0.18%
- High School: 21.09%
- GED: 2.11%
- Community/Technical/Vocational: 30.93%
- 4-year College/University: 28.47%
- Graduate/Advanced Degree: 19.51%

#11: What brought you to Hastings?

- Family: 25.17%
- Work: 27.80%
- Retirement: 0.35%
- Retirement and family: 0.70%
- Always lived here: 35.14%
- Other (please specify): 10.84%; comments below
- Married
- I lived Hear [sic] all my Life
- College
- School
- love this town
- Returned after leaving for Air Force October 1971
- College
- College
- Education CCC
- College
- school
- Lower cost of living & small town living (from AZ)
- Bigger city
- Work
- College
- CCC and never left
- College (CCC Hastings)
- Grow up there
- School
- Moved away for 20 years returned when our kids were

- in high school
- Left large city due to crime & violence
- Married someone from here
- Born in Hastings. Come and go a bit. Presently here. Own a home in Hastings.
- Fiancé
- College
- Hastings College
- Quality of life
- College
- My husband lived here-I moved here after we got married.
- Born here
- School for self
- Had to move in with grandparents
- Moved to Hastings in 1060 [sic] with family, left in 2015
- Friend was sick and needed help
- Death of husband
- Husband
- Cost of living
- College
- Stayed after college
- Lived here my entire life
- School
- College
- College
- College
- Small town values. Small town life
- family and work
- Wife's work
- College
- Was born and raised here. After marriage moved to Trumbull for 42 years. Husband farmed
- College
- College
- Was raised here. Moved back approx [sic] 30 yes ago from a metro area to raise family in smaller community w family values
- Lived in area
- Work but I could have chosen other places
- I came here for college and

- stayed after graduating.
- College
- Got married and moved here for work
- Family and work
- College
- We attended college here and loved the community so found work in the area.
- College
- Group home

#12: All of us have different experiences with where we live. We want to know how YOU feel about Hastings. Is Hastings a quality place to live?

- Very high quality: 5.59%
- High quality: 37.41%
- Neither high nor low quality: 41.26%
- Low quality: 9.79%
- Very low quality: 3.15%
- Other (please specify): 2.80%; comments below
- corthouse [sic] and city hall is a Eye Shore [sic] and no brick roads and side works [sic] must come back
- City/County/Utility officials ruined our chance to grow for 50 yearars [sic].
- Not able to get housing for low to middle income or first time home buyer
- Quality in spite of high taxes. 25% increase on property tax in one year is insane.
- Improving quality
- While there are aspects of Hastings that make it a high quality place to live, such as the parks and outdoor space, there are other aspects that are poor quality. The difference between the "haves" and "have nots" is vast.
- I love this community, however I wish we could successfully keep new

- businesses here.
- Dropping more and more everyday
- Slightly high with great potential never taken advantage of
- Wonderful place to grow up, work and serve the community, but the town has experienced a serious decline in quality in the last few years. We moved in 2015, as have many others
- I used to say high quality but I don't love the direction hastings [sic] seems to be going
- unfortunately its stale there is no growth or desire to grow hopfully [sic] the theatre district helps this
- Was good - trending bad with new citizen chat stuff
- If you live south of 1st Street, it is as if we do not exist or even count anymore to our government. Out [sic] voices and lives mean nothing to Hastings anymore.
- It's OK but lots of problems living under surface not addressed
- Quiet but no places to eat or live especially for handicapped people plus not putting elevator in 55 plus apartments

#13: I plan to retire in Hastings.

- Yes: 65.60%
- No: 34.40%

#14: I am confident in Hastings' future.

- Yes: 32.11%
- No: 49.12%
- None of the Above: 18.77%

#16: Please tell us where the majority of the following activities take place.

Activity	Hastings	Omaha	Lincoln	Grand Island	Kearney	Aurora	Online/Internet
Entertainment (such as movies, miniature golf, etc.)	51.72%	6.49%	7.63%	23.09%	3.24%	0.19%	7.63%
Outdoor recreation (such as hunting, hiking, boating, etc.)	43.29%	10.13%	8.10%	10.13%	21.01%	1.77%	5.57%
Outdoor exercise (such as walking, running, biking, etc.)	90.46%	1.39%	0.60%	2.78%	2.58%	0.00%	2.19%
To play sports (such as basketball, tennis, golf, etc.)	76.75%	4.25%	4.50%	7.50%	2.00%	0.75%	4.25%
Indoor exercise (such as walking, aerobics, weights, etc.)	89.38%	1.15%	0.69%	2.08%	1.39%	0.00%	5.31%
Swimming (outdoor or indoor)	82.60%	2.60%	2.08%	6.23%	3.12%	0.52%	2.86%
Cultural events (such as theater, concerts, museums, etc.)	29.65%	34.97%	23.93%	6.75%	2.66%	0.20%	1.84%
Festivals and fairs	46.57%	12.47%	9.15%	27.44%	2.49%	0.62%	1.25%
Grocery shopping	81.50%	0.75%	1.50%	15.14%	0.56%	0.00%	0.56%
Furniture shopping	33.01%	27.54%	4.69%	25.39%	1.17%	0.20%	8.01%
Clothes shopping	12.08%	9.81%	9.43%	37.92%	2.26%	0.19%	28.30%
Vehicle shopping	37.65%	14.78%	14.17%	17.41%	1.82%	1.82%	12.35%
Farm equipment shopping	40.50%	4.00%	1.00%	12.00%	5.00%	2.00%	35.50%
Antiques shopping	35.28%	8.74%	7.44%	22.98%	2.91%	0.32%	22.33%
Gas/Convenience items shopping	96.76%	0.19%	0.00%	2.48%	0.19%	0.19%	0.19%
Hardware/Lumber shopping	89.00%	0.39%	0.20%	8.84%	0.98%	0.00%	0.59%
Other shopping	21.14%	9.09%	9.09%	29.81%	3.17%	0.00%	27.70%
Dining out (fast food)	79.65%	0.59%	0.59%	18.40%	0.59%	0.00%	0.20%
Dining out (with sit-down service)	33.59%	4.69%	4.69%	54.30%	2.73%	0.00%	0.00%
Community clubs or groups	76.06%	1.33%	0.53%	9.04%	2.66%	0.00%	10.37%

#17: Which of the following services and/or businesses should be the focus of economic development activities in the future?

Question	Very Important	Important	Neutral	Less Important	Not Important
Daycare - children	44.54%	26.68%	20.59%	3.15%	5.04%
Daycare - adults	23.45%	36.46%	30.06%	4.90%	5.12%
Grocery store	45.29%	29.30%	16.60%	6.56%	2.25%
Banking	19.20%	17.30%	33.76%	17.09%	12.66%
Tech support - computers	17.50%	33.96%	37.50%	7.71%	3.33%
Tourism	27.77%	35.91%	24.22%	8.35%	3.76%
Arts and culture	26.25%	38.54%	24.17%	5.42%	5.63%
Main street retail	43.76%	37.63%	12.47%	3.89%	2.25%
Restaurants	66.94%	26.21%	4.44%	1.01%	1.41%
Recreational facilities	46.39%	35.46%	13.61%	2.89%	1.65%
More jobs	61.19%	24.64%	11.09%	1.64%	1.44%
Youth retention	55.74%	31.97%	9.63%	1.23%	1.43%
Senior housing - including assisted living	35.93%	36.96%	20.74%	4.93%	1.44%
Healthcare	57.79%	25.82%	12.50%	2.66%	1.23%
Better broadband	35.42%	33.33%	25.21%	4.17%	1.88%

#18: Access to quality goods and services is important. How available are these to you?

Question	Very Available	Available	Neutral	Less Available	Not Available	N/A
Daycare - children	4.45%	16.74%	15.47%	12.50%	2.54%	48.31%
Daycare - adult	3.38%	9.70%	19.20%	11.18%	4.43%	52.11%
Grocery store	36.33%	46.33%	8.37%	7.96%	0.41%	0.61%
Banking	56.03%	34.36%	7.16%	0.61%	0.20%	1.64%
Tech support - computers	9.96%	37.34%	31.54%	12.45%	2.07%	6.64%
Tourism	4.83%	16.39%	34.24%	20.80%	9.03%	14.71%
Arts and crafts	7.72%	23.80%	34.03%	21.50%	4.18%	8.77%
Nursing home facilities	6.68%	27.77%	20.67%	15.87%	2.09%	26.93%
Assisted living facilities	6.46%	28.75%	20.42%	14.37%	1.67%	28.33%
Meals on wheels	8.16%	30.54%	18.20%	5.02%	1.05%	37.03%
Senior services	6.40%	25.41%	19.63%	11.98%	2.27%	34.30%
Main street retail	11.09%	33.88%	20.12%	25.67%	6.57%	2.67%
Restaurants	10.17%	25.52%	14.73%	40.66%	8.51%	0.41%
Healthcare facilities	19.79%	48.54%	17.71%	8.96%	1.88%	3.13%
Recreational facilities	6.24%	30.77%	27.86%	25.36%	6.03%	3.74%
Agricultural support (such as dealerships, parts, and repair)	4.75%	23.33%	20.52%	6.70%	1.51%	43.20%

#19: What is/will be your plan for retirement?

- None of the above: 4.37%
- Stay in Hastings: 45.32%
- Seek a nearby location: 2.91%
- Stay in Nebraska: 14.55%
- Move to another state: 5.56%
- Other: 18.71%; comments below
- Kearney, Ne
- I don't know.
- Due to family I'm committed to stay in Hastings, otherwise.
- Moved to Hastings for continuing retirement.
- Hastings and west coast
- Travel for warm weather
- Absolutely no ideas!
- May move to where ever [sic] state my daughter moves
- Stay until the property taxes prohibit my living here. Then move to another state!!!
- I'm 30 years old. I don't think I can afford to retire here. This town and survey is too focused on retirement. You need youth to grow and take care of the elderly. WE NEED AFFORDABLE HOUSING
- Undecided, but not Hastings

- Iowa
- Unsure
- Split time with another state when cold here
- Not sure at this time
- At this point, I have no specific place picked out to live in retirement. I do not desire to continue living in Hastings.
- Hastings does not have enough to offer. Property tax is high.
- Undecided
- Taxes are too high to stay in Nebraska
- Undecided
- Too far off to contemplate
- Unsure. Depends where my kids are
- Move back to Hastings
- Undecided
- Where my kids go
- Possibly winter in the south
- Move to a tax friendly, conservative area within equal distance of children and near relevant healthcare
- Not sure
- Travel in our rv [sic]
- I would prefer somewhere with some options to not have to leave town as I age.
- I guess I stay in Adams

- County...until I can't afford the taxation anymore!
- Teavel [sic]
- Move where not everything is taxed hard
- Likely leave NE. Taxes are too high from local to state
- Depends on where kids settle
- Not sure
- Ocean Living
- Likely stay close to family
- Move to Lincoln or another state - especially now with a Racino comin [sic] to town.
- Depends what my kids do
- part of the year elsewhere
- I was planning on staying in Hastings, in my house till I was old. But the City wants to put a Casino in my backyard. Now considering moving even as far as Grand Island.
- Undecided
- unknown
- We do not yet know
- With second home in CO mountains
- Move to a cheaper tax state
- School year in Kearney, Summer in South Dakota
- Undecided. Taxes will be a factor
- Depends on where children live

- Hope to stay in Hastings but if crime rising and property values crash with new casino may have to leave
- Winter in the south - summer in Hastings
- Part time in Hastings. Part time out of state.
- There is not a plan at this point.
- Stay in Hastings & Travel out of state
- Snowbird in Texas or AZ.
- Unknown at this time
- Possibly move out of state
- Unsure
- Not totally sure yet
- Would love to move to the country away from higher taxes or maybe even out of state where Social Security isn't taxed
- I do think I want to stay and "retire" here, but it will become more and more difficult, as there isn't enough housing (apartments) for a disabled person like me (as I live on an extremely fixed income). I can't even afford to move out of my current situation, which I'll likely need to in the very near future.
- Not sure at this time

Appendix B - Community Engagement

Town Hall Meetings

Community Facilities

Strengths

- Pickleball courts
- Renovation of YMCA, Accessible YMCA, Museum and Library adding outside classrooms
- Hastings Lake - Community, family, church activities
- Community will rally around fundraising
- Good parks and recreation for the young people and trails available for joggers and bikers
- Public schools have all been renovated and are good for the youth of the community

Weaknesses

- Lack of Activities to keep younger population around.
- No community center
- Library parking is not convenient especially for disabled and elderly. Not enough accessible parking.
- Hastings Lake - maintenance
- Have aging buildings owned by city
- We have no place for homeless in the daytime hours (aside from the library)
- Need facilities for the homeless
- City building is old. Council always wants new facilities instead of renovating what we have. Other facilities face same challenge.

Opportunities

- Multicultural center
- Improvement to the current senior center
- Ready to expand our sports venues
- Community childcare center
- More child care facilities/golf simulation, axe throwing
- Add a community center
- Green Space, Parks (neighborhood) in new

subdivisions

- Hastings Lake - public entertainment for families and water sports (fishing, boating, swimming)

Threats

- Lack of revenue
- Physical deterioration
- How to afford repairs on city buildings

Communications and Utilities

Strengths

- Allo is fantastic
- Strong city owned utility system
- Recent addition of public information officer to city
- City owned
- Ok in the communication reception area, Utilities don't fail often. No flooding!
- Publicly owned utilities
- Utilities are good, they fix problems (outages, etc.) quickly and the price is reasonable and affordable. Also its public-owned! Good.

Weaknesses

- Lack of communications with city
- Lack of public transparency
- Streets are terrible
- Need affordable internet access for those on fixed incomes. I cant receive local channel 4 or any or any other the networks on my digital TV.
- Difficult for residents to comment on public items. 10-day notice or min. comment period. Electricity is generated with coal. CO₂ emissions are bad, cause climate change!
- Declining days coverage, decline in subscriptions
- Lack of High-Speed internet outside city limits
- Response on utilities could be better. A lot of un-safe power poles in town.

- Providing info to people in a variety of ways; now the computer illiterate (or poor) do not need equal access; languages need attention also
- Lack of communication and transparency for citizens
- Often other towns know more about us than we do
- Concerned about water quality and quantity
- Impact from nitrates and pesticides

Opportunities

- High paying public jobs – utilities
- I want solar panels on every home and conical windmills on each roof so I'd want excess energy to be sold or funneled to the utilities as a credit. Also, we need more SOLAR AND WIND here.
- More from Harvest Free Press
- More options for High Speed internet outside city limits...
- New city administrator
- Our city should be divided between to [sic] NRD Natural Resource Districts
- Need solar panels on each house rooftop, better batteries for storage, also small conical wind - catchers (that I read about - not noisy like small windmills)
- Solar panels would at least power the refrigerator, the one thing we need all year. Also each resident would be part of their own energy production. Helps climate change.

Threats

- Rates keep going up
- Utilities should be as independent as can be. So far no threat from hacking that I'd heard of but it could be happen [sic]. More home generation from solar panels might be good insurance.

Economic Development

Strengths

- Pretty Good Networking with other Community Groups. CRA, etc. Developers
- Workforce development through CCC
- Downtown is lovely and thriving with a variety of businesses
- Starting to see business development North. Business development downtown.
- Some new developers doing innovative things.
- Continuous development of downtown area as retail and living spaces
- Retention of our youth

Weaknesses

- Not bringing enough JOBS to the area
- Variety of grocery stores - and their geographic locations make access challenging to non-drivers
- Lack of restaurants (not bars)
- Lack of activities for young individuals
- Hastings has been historically reluctant to encourage new businesses. Fearful of competition for current businesses, fearful of stepping on toes of the rich and "good old boys club". Consequently minimal growth in the 40 yrs I have been here.
- College grads leave town
- Return something like Herbergers [sic], Penneys [sic], Sears

Opportunities

- Recruiting Business to Hastings
- Population growth
- More restaurants
- More activities/businesses that are geared to attract younger population.
- Transportation of people as well as goods on the railroads (especially with regional travel) would be helpful.

- Getting more people to have gardens, not depend on food shipped in, be more independent and aware of nature. Give them something to do and share with children. Would do better if there were more local gardeners.
- A bike culture in Hastings - growth of. Currently we don't have anyone in town to make repairs. None currently. Need financing.

Threats

- Climate change
- We haven't allowed national chains/other businesses to come to Hastings

Education

Strengths

- Hastings College
- Community College
- Public School System
- Private Schools

Energy

Strengths

- We do have the opportunity to buy into the solar grid
- Variety of sources
- 2 ethanol plants, no chance of lacking a supply of it.
- Utility employees working to develop alternative energy sources. Working to be innovative and still keeping environment concerns in front.
- Interest and commitment to using solar, wind, etc., make it affordable
- Better trained employees

Weaknesses

- Not much easy access to information about accessing/ installing residential solar
- Overdependence on fossil fuels
- Too bright at night - light pollution. Also adds CO₂ emissions to the atmosphere

= more climate change. Also they have farmers growing corn for them instead of properly growing FOOD for us.

- Need more solar and wind energy
- Place to have more utilities underground
- Strong reliability on coal (which has recently been a strength)
- Geo-thermal focus for facilities large enough to use it
- 120 employees lost last 2 years
- Cost. Cloudy and or not windy days. Not reliable due to weather (in regards to wind and solar).

Opportunities

- City leaders have a last chance to present many solutions that affect whole population and should do it. Need to convince us to stop using fossil fuel and change how we live. Federal govt. won't do enough. Must be on local level, every US town and city.
- Larger solar grid
- More solar and wind power
- New mfg/industry
- Rebates on solar
- Solar panels and conical wind-catchers on rooftops.
- Additional focus on solar fields
- Highlight expand, share use of clean coal
- We own our own utilities. Can position ourselves an energy and environmental leader and make Hastings a hub for new energy sources to market across the country.
- Good Pay
- Would like to see opportunities for solar on individual homes as well as solar fields

- Make more power for households without using fossil fuel

Threats

- Environment
- Threat to environment with CO₂ emissions
- Weird opposition to anything that has "environmental" attached to it. Denial of global warming and man-made destruction of environment.
- Better management
- People who don't believe in climate change

Hazards

Strengths

- Climate change - the fact that we recognize it and have addressed it here in the past (not comprehensively)
- Think the community is very well set in this area!
- Amount of agro-chemicals in air, water, soil

Weaknesses

- Air quality monitoring needs to be communicated regularly

Opportunities

- Not enough

Threats

- Re: Air quality - concerns relating to air-quality threats with new bio-diesel plant being built next to the energy center and CCC

Housing

Strengths

- Downtown Renovations
- North Park Commons
- Theater District
- Great variety of housing reflecting the History of Hastings
- Land is available to develop
- Some developers working on affordable housing
- Quality rental property
- Massive energy census of all

Hastings homes to determine energy efficiency, and starting with least efficient homes, make improvements in homes - fix holes in foundation, put insulation in roofs, plant tree on southern exposure, etc. etc.

Weaknesses

- Need more affordable housing for young working families and older fixed income people
- Too often is said we don't have enough housing... impossible to believe... maybe not enough affordable housing... taxes are too high - insurance too high maybe - supply and demand - as a landowner I don't see rental space in that high of a demand
- Predatory and slum land lords and absent property owners
- City regulations not flexible
- Trailer parks need cleaned up and made safe for the occupants.
- Need subdivision retention and detention cells where needed.
- Maintenance of private homes in old areas
- Clean, safe, rentals - lack of
- Lack of housing to support workforce
- Lack of affordable housing to get a strong # available
- Very badly designed previous plan dealing with housing! No contact with landlords which blows the valid [sic] and presents slanted information. Makes me question the validity of this survey and its impact on the comp plan
- Neglected
- We need an option for homeless people who are not able to go to crossroads. (short and long term). Also need housing opportunities

for median and low income people and family [sic]

- Plans for homeless that are mentally ill or substance abuses issues does not exist.

Expense

Opportunities

- Need more affordable housing
- Intentional senior communities with amenities
- More opportunities to age in place
- Education of residents to benefits of being in hist. dist. City would provide incentives for appropriate repairs
- More single family houses
- Funding to improve blighted properties
- More multi purpose areas like downtown apartments above retail space
- Build more housing; can provide others (renters) to purchase/renovate older homes
- Mixed housing in precincts to avoid high/low property gaps
- Grant funding through fed and state for affordable housing. Partnerships between private developers and government
- Energy efficiency helps climate change problem, owners need less electricity with heat and coal - cheaper

Threats

- Neglected houses affect neighbors, diminish tax base. Complaints of lack of houses could be better addressed. (For example there are 2 houses vacant in 1000 blocks of N. Denver and have been for years)
- Difficult to build housing that is affordable. Difficult for developers to make a profit on affordable housing
- Land owners don't check properties

- Housing shortages
- Competition in available and affordable housing in surrounding communities.

Land Uses

Strengths

- # of parks, green space, lake
- Greenspace downtown, parks
- Zoning is stable
- Old mall redevelopment
- Development in city of series of tiny homes for 1-2 homeless people in each, with small yard for garden.
- Community gardens - several, organized and funded by city provide food.

Weaknesses

- Creates large amount of CO₂ and methane emissions, very bad for climate change problem. Also noise pollution that most of east and south Hastings can hear. (in regards to industrial uses on Highway 6)
- Takes money for seed, tools, and time to donate to planting, seeding, etc. (in regards to home gardens)
- Factories nighttime cooling fans cause problems for surrounding properties - noise pollution
- Negligent plan south of the tracks, plan community facilities and infrastructure
- Adopt industrial noise ordinance again - to alleviate issues.
- City owns too much property maybe as much as 1,000? Or they have too much interest in property. Much of downtown property is controlled by say CRA, BID, Downtown Association.
- 11 years ago, Kearney owned 6 properties, Hastings owned 600. This is a tax issue.
- Not enough maintenance on

- our "old" properties.
- Harassment to owner of old Junior High School
- Casino
- Polluted, silted
- Lack of natural/wild spaces and native plantings
- City/planning and zoning/permits make it difficult to make changes. Re-zoning is very difficult
- Develop spots for industry and jobs
- Took to [sic] long
- City would have to underwrite costs (in regards to tiny homes)
- Cost. Security from theft. City would have to fence it, provide water source, tools, shed for tools, apportion out plots (in regards to community gardens).

Opportunities

- Prepare more land to be ready for Developers Vision and Action
- More food at less cost. No need for all our produce to be shipped in. Way to interest the kids in biology. Food that hasn't been sprayed with pesticide, herbicide. Interest in home gardens night encourage more farmers to grow veggies!
- Hastings yards are large enough for home gardens. This should be encouraged!
- Native plant plantings
- Dredge, clean/filter inflow, stock fish (in regards to lake)
- Not just beautify/manicure spaces but rewild for local species of plants, birds, insects
- Improve safety of dog parks - so that leaching doesn't happen
- More business to open
- Get homeless off streets with own small home and neighbors (in regards to tiny

homes).

- Way to provide food to poor, teach gardening, give hope (in regards community garden).
- Close this and instantly help air be cleaner. (in regards to industrial uses on Highway 6)

Threats

- What is the land use proposal for the tract of land north of Walmart and east of Baltimore Ave. Proposed casino - is this in keeping with comprehensive plan?
- Only threat would be to grocery stores, but not everyone would be gardening, so they'd still sell produce (in regards to home gardens)
- Lack of development/lack of bringing in business will stunt growth
- Contribute to Climate Change. Should be closed down. (in regards to industrial uses on Highway 6)

Natural Resources

Weaknesses

- Using too much water on lawns

Opportunities

- More native plants less water use

Threats

- We have about 5 years to make a difference before climate change becomes self-sustaining and unstoppable

Parks and Recreation

Strengths

- Crosier Park - new facility - great
- Splash pad - great
- Many great parks
- Bike path
- Current parks and playground equipment
- Bike path/pickleball courts

- We have Lake Hastings which provides a smallish opportunity for water sports.
- The parks are wonderful. The new playground equipment paid with the 1/2% sales tax are great especially the handicap accessible. The trail is great and growing
- The Car Race Track on Hwy 6 - very popular with some
- Parks are well maintained
- Park playgrounds are being updated and attractive to all children
- Parks look great - Parks and Rec department works hard to provide activities for wide variety of citizens
- Softball complex - looks great and brings lots of visitors to community
- Great trail system
- Beautiful parks showcase our city. Out-of-town visitors are always impressed
- We have beautiful parks and playgrounds that are well maintained.

Weaknesses

- Lack of staff at water park during summer
- More events promoted at Brickyard Park
- Lack of sport leagues. YMCA is too crowded.
- Hastings Lake is very dirty.
- Bike path is mainly recreational but not for actual transportation through Hastings
- Poor judgement in management
- Tearing down warming house, ugly new bathrooms, ugly playground equipment should have been made to blend in to its environment - spending money we don't have - should be spent on streets
- Boats might be too expensive. (in regards to

water sports)

- Highland Park needs improvements.
- Dealing with problems in slow fashion - need to be proactive
- Need to assertive [sic] with summer employment opportunities - pool guards - staff
- Main improvement to parks and trails have been funded through grants and 1/2 cent sales tax. Not a budget priority for parks maintenance.
- Trails non-existent on south side

Opportunities

- Encourage More Community and Area Use
- Indoor Football/Soccer facility.
- Clean up Hastings Lake.
- More facilities outside YMCA
- Connect the college and the Middle School to other parts of town
- We need walking bike path to connect area north of 26th east of Spady for new residents to connect with the walking trail. Without walking on 26th Str.
- The City could provide a energy-free recreation if they bought 6-8 small 8-foot sail boats, hired a sailor, who could give sailing lessons to kids in the summer, maintain the boats, rent boats to new sailor kids. This is a quiet type of fun (unlike motorized craft) and a good skill to have.
- The nice parks are attractive to new families and people who enjoy the outdoors
- Offer training with guaranteed employment
- Expand tree nursery
- Expand trail to south side and west side to connect schools/ shopping neighborhoods.

Increase walkability and community well-being.

- Trail expansion is needed.

Threats

- Children drowning. (in regards to water sports)
- Elm Tree Borer - Dealing with Activate Plan - Over 100 elm trees in Heartwell Park
- Plan for using diseased elm trees besides landscape bark
- Lack of funding for trail expansion. Apathy among citizens to walk or bike places. Difficulty with trail on south west sides because of older neighborhoods - difficult to implement trails

Public Health

Strengths

- Community Covid Response with multiple specialty providers
- Walking/bike path and for public health
- Quality health care providers
- MLMH
- South Heartland District Health Department
- SHDHD, great job thru COVID
- Mary Lanning Hospital
- More than one clinic
- So. Heartland District Health Dept - well run, excellent resource
- SHDHD - Partnerships with local Healthcare and non-profits
- South Heartland is effective and necessary
- SHDHD - good resource for community

Weaknesses

- Comprehensive mental health access to service
- Need to strongly consider Direct Provider Agreements. Reduce to Cost of Total Care
- Lack of mental healthcare providers in general and specifically for low income/ sliding scale

- Food security for low income families
- No free dental for emergencies
- Understaffed - sadly
- Communication between agencies (is there duplication of services)
- Need quicker responses
- Understaffed.
- Need more mental health providers for adults and children

Opportunities

- More community-based mental health care
- Strong partnerships between "healthcare" agencies
- Retention of young people
- Need more volunteers

Threats

- Resistance to adhere to public health standards. "Me" mentally rather than "We"

Public Safety

Strengths

- Well lit streets/bike trails
- Low crime rate
- Generally a safe community. I feel safe here.

Weaknesses

- To [sic] much Drug use and Sex Traffic. Just now learning of this.
- Uncontrolled intersection near grade school (i.e. - 2 intersections north of Longfellow on N. Denver. Drivers speed between 9th and 12th St and seem not to know to yield to driver on the right)
- Need more police officers
- Need more or better drug enforcement
- I see frequent disregard for stop signs.
- We have lots of homeless people
- Lots of young people on motorcycle skate boards and

people in motorized wheelchairs riding the streets instead of sidewalks - not carrier free

- Inconsistent walking pathways in neighborhoods
- Some neighborhoods have sidewalks next to the street
- Are the police department and fire department at full staff - non-voluntary overtime
- Neighborhood policing
- Risky drivers going through yellow lights
- Many drivers may not legally insured
- CDL license are not required of all truck driver especially farm vehicles
- Drivers ignoring crosswalks and the children standing in them.
- In town speeding. Speed limits not enforced.
- We have people who need a safe place to go during the day besides the library.

Opportunities

- More defensive driver training for all drivers
- Increase public safety officers
- Install yield or STOP Signs on E/W Streets

Threats

- Police Department staffing
- Burglaries
- Decrease in people wanting to be in law enforcement/ fire/EMT
- Burnout among out public safety officers because of lack of staff

Transportation

Strengths

- Walk/bike paths
- Good traffic flow, increasing bike paths
- Roads repairs are fairly good
- Ryde is great
- Some bike paths in north Hastings. Need more.
- Some good cement (smooth)

streets

- Many old durable brick streets, but covered up.
- Flat terrain - good for bikes, trail takers, trolley system.
- Bicycles - cheaper than cars.

Weaknesses

- Potholes
- Need turn lanes with turn signals at 7th and 9th
- Train spur from Highway 6 often blocks crossings South of A Street
- Huge threat, requiring entire population to respond.
- Clearing of snow on roadways is extremely sub-par compared to other cities. Don't get close enough to the ground.
- Public transportation
- No Lyft, Uber, Ride bus not useful for immediate needs
- Speed limits are too slow. (way slower than other cities). Flow of traffic in this town is poor considering population.
- Could use another 2nd option for people to go to doctors appts shopping etc [sic]
- South Baltimore: 281 and Highway 6 needs signage to direct through truck traffic on Hwy 6/281 - not through personal area. Enforce truck routes, keep out of residential areas, loud traffic. Need to enforce speed limits on South Baltimore.
- Closed South Street
- State of Nebraska - working with City
- Need to complete walking trails
- Need transportation from South to North parts of town for families or persons without transportation
- Railroads need to be cooperative
- Properties don't have sidewalks that should have

them. Snow removable from sidewalks is not enforced making it very hard to walk in the winter.

- School crossings are not protected for students in some high traffic areas.
- Improper maintenance
- Narrow streets, bike lanes don't fit in well.
- No bike lanes along streets. Need some everywhere.
- Bike paths don't exist in south Hastings.
- Trolley system very expensive. Hard to sell to residents. People are so accustomed to instant gratification, getting into car and driving somewhere quickly.
- Bicycles - no bike stores. Not good in winter.
- Snow and rain and wind hinder biking.
- Runs on fossil fuel.
- Getting the RR to build it. Having to wait for trains to pass.
- Trail system doesn't run through whole community and doesn't connect to many things
- Many sidewalks in poor condition
- Lack of transportation for people needing rides to doctors appointments groceries errands etc.
- Not much in public transportation - taxi, uber, etc.

Opportunities

- Build out more trails to connect other areas (Westbrook, Lochland)
- Improve South side infrastructure - sidewalks, biking paths
- Could use bridge/overpass over train tracks on Baltimore. Could use more turn signal lights
- If there is no better and

affordable public transportation for those without there [sic] own vehicle they can get to the hospital, shopping, and schools.

- Federal infrastructure money
- Trolleys running on electricity might soon be powered by solar or wind. Good for those without bikes, the elderly, infirmed, handicapped.
- Children biking to school would enable less CO₂ production by their parents' cars.
- A bus system would provide transportation for many at once.
- Railroad (RR) crossing where old viaduct used to be - would allow cars, bikes, pedestrians to cross easier and faster. Direct route for northeast quadrant of town.
- Bike paths provide fast direct travel without worry about vehicles hitting cyclist.
- Comprehensive change to bikes would help us reduce climate change in small way.
- Trolleys on railroad tracks around town and running on electric wires would provide instant transportation
- Bikes don't run on fossil fuels. Cleaner air. Roads last longer. Good exercise.
- Good exercise. Great way to lessen climate change.
- Getting a population to accept slower means of travel
- Avoiding the 2 bridges over the railroad which are far from most of northeast Hastings, slope hard to pedal up. Advantage to residents of area near Menards who want to get south faster (bike to hospital).

Threats

- Farmers driving semis without

proper training - both in and around community.

- Lack of updating infrastructures.
- All that cement is bad for environment (CO₂ emission).
- Trolleys would take over half every street they're on. Prevent parking cars there.
- Cars are big threat to bikes.
- People who love fast cards [sic] wouldn't like hoards of bikes,
- Pollution. Doesn't help stop climate change.
- People get hit by train?
- Highway 281 - Burlington handles turbine traffic and which impacts traffic safety through the city.
- Combine caravans

Miscellaneous Comments

- I would like to see more recreational activities such as Top Golf, golfing, pickle ball courts, or axe throwing.
- There is no place for men to shop aside from Gary Michaels
- Recycling is limited
- Speed limits should be raised both inside and outside of city limits, especially under the Burlington overpass
- We need a community center such as the City Block project
- A bar with outside space would be a great amenity for downtown. Event space is lacking downtown
- This survey and your whole effort seems to be focused mainly on economics and the assumption that life will continue much as it has done. It soon won't. You're ignoring the proverbial "elephant in the room", namely climate change. Your efforts must include the effect of climate change on social,

cultural, educational, healthful, and economic life. Otherwise it will soon be immaterial. You should be asking some different questions. This town and everyone of its citizens on families needs to be thinking how to respond individually to climate change in order to lessen its looming impact. Every community should be doing this across the USA! How willing are we to stop burning fossil fuel - that's the overriding question—and how can Hastings city govt help us do it? What are the ways individuals and businesses can accomplish this? What changes should the city impose? How willing are we to begin living lives of less convenience, less reliance on energy (electricity generate by coal, gasoline, diesel, propane, etc.). Federal policies and regulations help, but slowing down climate change now (we don't have 20 years, or even 10) is truly up to us, the people, and their local governments and leaders.